ISSUE 71

The Sea People

The Sea People

September 2008

A NEW WHARRAM
(See page 18)

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The Sea People

Magazine of the Polynesian Catamaran Association

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From the PCA constitution:

The objects of the association are to promote and further the interests of builders and owners of Polynesian Catamarans, and to encourage the development of good seamanship in all its aspects amongst the association's members.
« Polynesian Catamarans » shall mean the various classes of catamarans as designed by James Wharram.

Contents

News for Sea People	4
Editor's note	5
Jim's column	6
New Zealand cruise	11
Islander 39 design	18
Pictures	20
News from Sea People	22
Sail & Diving	28
How she sail?	30
Antiques shop	33
Va'a, the outrigger canoe	34
Starboard hull	35
Letters	36
Ditty Bag	37
Boutique	39
Faces of Sea People	40

Front cover:

"Tanoa Piti", a modified Tiki 38, sailing in Greece.

NEWS FOR SEA PEOPLE

Call for Nominations of PCA officers - It is that time of the year again when we ask for nominations for those willing to take part in the election process and to serve on the PCA committee for the coming year if successful. That year will start at the AGM which is likely to take place in late January / February. The firm date and location for the AGM will be in the next issue of the SeaPeople and on the website as soon as possible.

All of the current committee (James Wharram—commodore, Gerald Winkler - vice-commodore, Ken Hook - secretary, Anita Hook -treasurer, Rémy Roy -editor, Extra voting members, Dirk Horstmann - Europe rep, Steve Veale –USA West coast rep, Steve Tellardin –USA East coast rep) are willing to stand again for re-election, except for Carl Reynolds, who has stood down and there is a vacancy for a representative from Australasia / Southern Hemisphere. A vacancy still exists for assistant secretary. This is a distinct role and does not necessarily mean you would have to take on the role of secretary at some time. The task of secretary definitely needs two pairs of hands. I could not do this with the extensive help of Anita. If you wish to nominate someone for any of the positions please post or email your nomination to the PCA office or to pcasecretary@pca-seapeople.org by 25th October 2008 at the latest. Please ensure that the candidate that you are nominating is willing and able to serve.

Anita and Ken would like to thank Carl Reynolds for his active participation and contribution to the PCA committee and wish him well in his retirement.

Remy wants you to know that he is almost out of material for the magazine. He needs your articles, photographs, sketches and artwork. Please put the coming dark northern hemisphere evenings to good use.

It is with sadness that we have to tell you of the passing of Judy Jameson in July, 2008. Children Sean, Ian & Annick say she was a great character and wonderful person who made great people of us.

HOW TO HOST A MEET?

What's needed to host a meet?

Enthusiasm & optimism

Minimally one (or two) boats, preferably Wharrams.

A couple of anchorages within a day's sail

Pre-designated pickup points.

Site for a BBQ or inexpensive restaurant.

Free/cheap parking nearby for visitors by road.

Some PCA members have invited members to their areas with little or no turnout but continue to extend the invitation. This is the kind of optimism & enthusiasm needed. I've intended meets at 4 different locations. They've all been different and they have all their own personalities and charm.

Organising a regional social is even easier. All you need is to designate a time and a place. The PCA will willingly assist with notification via website, e-mail, magazine and regional snail-mailing (these usually produce best results).

*** A burgee or item of PCA clothing will be given to all hosts of PCA events/rallies

2008/2009	PCA meetings & other events	Contact
October 25, following Chesapeake Bay Schooner Race	**Chesapeake, Norfolk, Virginia**	**Ann & Neville Clement**
December 5, 6, 7	**Florida meet at Hobe Sound, Florida (USA)**	**Dan Kunz & Gene Perry**
To be advised	**2008 AGM**	**Ken Hook, PCA Office**
Spring 2009. Date to be confirmed	**Poole, UK**	**Ken Hook, PCA Office**
May 15,16,17	**Wharram Spring / Summer Rendezvous Isla Morada, Florida Keys**	**Dan Kunz & Gene Perry**
June 12.13,14 (probably)	**Austrian Wharram Circle, Summer meet Lake Neusiedlersee**	**Gerald Winkler**
Others?		

Please, check the website for the latest infos about the meetings or ring the PCA office.

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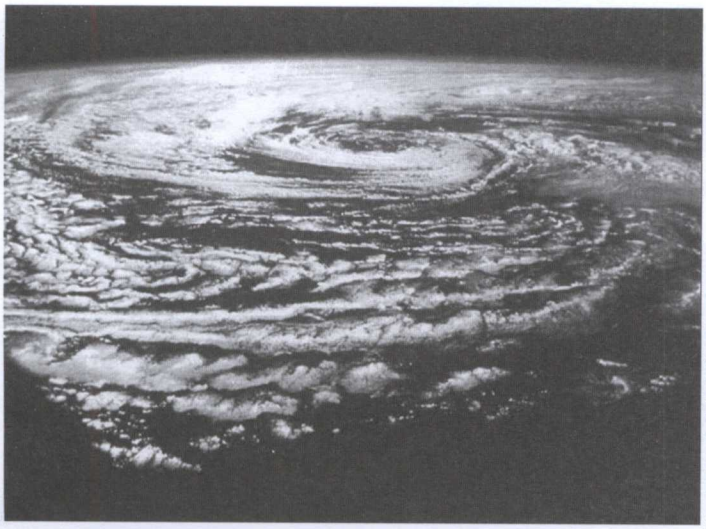

When the Earth goes off its head

At the very moment that I am writing this editor's note our planet is becoming crazy. No less than four hurricanes are getting ready for the fray. Four hurricanes in only one month is something we have never seen before. Gustav is just crossing the Mexico gulf and we are already warned that Hanna will hit Haïti. Not only those two are announced as very dangerous for the population but also we are told that two others, Ike & Josephine, are crossing the Atlantic ocean and could be potentially more dangerous. It is a real string of hurricanes which is going to attack the Carribean and the Northern America like an army of invaders. Who is at fault? Apparently nobody. It is just arriving.

But if you think twice about it we (as human beings) could be responsible. Indeed we know that a hurricane needs at least three conditions for existing: water temperature upper than 27° celsius (82.4°F), air humidity rate upper than 90% and an a supply or fresh air coming from the NE on an area of low pressure.

Today we know that human activities are causing a global warming, which is itself causing a warming of the sea water surface. In less than 50 years the ocean temperature on earth have risen 2° celsius which is enough for breaking most of the ice field. For the first time of all the times the NW passage of the North Pole has not been closed this year to the point that the oil companies are considering to sail with their super tankers from the Atlantic to the Pacific ocean by this way in place of crossing the very expensive Panama canal...

So what to do? On our level we could have a lesser use of our cars and we could also warm a bit less our houses… and so many other little things that will not cause a great trouble in our life.

Without that we are warned that in the next 30 years the sea level could be increased by 30 to 50 centimetres. I can already ear some laughs in the audience: "50 cm is nothing…" But do you know that with only those 50 centimetres the Manhattan peninsula in New York would be under the water by a great tide day with only the sky scrappers jutting out of the surface?

But there are still two good news: the first is that the Wharram team has produced a new plan for a charter boat with a low environmental impact; the second is that we could see this raising of the sea level as a creator of islands to sail around… *(no, forget about this last one, I am afraid that could be only a bad joke...)*

Rémy.

All members submitting articles for submission to the mag, will be entered into a drawing at the AGM. Prizes will consist of PCA clothing/burgee/items that have been presented in the money saving column for that year.

Articles for submission to the mag can be sent to the PCA Office or electronically to
pcatxt@pca-seapeople.org (for articles, simple txt is best, .doc (MSWord) is fine also)
and pcapix@pca-seapeople.org (for pictures or drawings) .jpg format preferred (others less so)
(pictures should be scanned in at 300dpi resolution and size should be no more than 300Kb please)
(please keep total transmission size to 500Kb or less, 3 x 300Kb files are easier to transmit/receive than 1 @ 900Kb)

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JIM'S COLUMN

Anniversary parties will go on. After the jubilation of the first transatlantic crossing on a catamaran; after the 40 years of the Polynesian Catamaran Association, it is now the time of James' anniversary. So, Happy birthday Mister catamaran! More than a boring text saying all the best of a man who is now world wide known, it seems to be more interesting to publish the text of a lecture that James gave at the Norwegian Maritime Museum & Kontiki Museum in Oslo about the "Early Man and the Ocean". During this conference he spoke not only about his past life but also about his future dreams as he would be a young boy who I am sure he is...

I am now 80 years old. As a young man, dreaming of sea adventure, I was inspired by Thor Heyerdahl and his 1947 Kontiki voyage.

We must never forget, with his Kontiki voyage, Heyerdahl revolutionised the approach to marine archaeology. With this voyage, he established the basic premises of Experimental Marine Archaeology, which continue to this day.

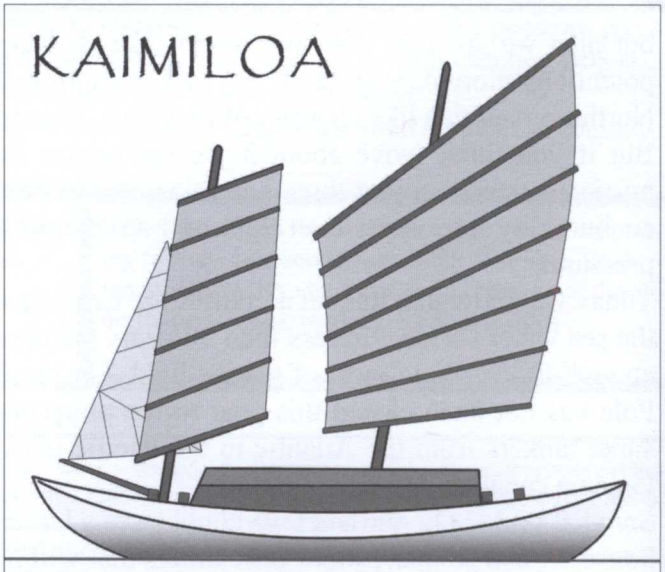
Heyerdahl had addressed himself to this problem: "How had Pacific Ocean Man arrived across 1000s of miles of ocean in the central Pacific islands?"

He had studied an abundance of data from South America, which led him to believe that the settlement of the central Pacific islands came from the South American Pacific coast.

Writing about this collected data, Heyerdahl could have had a secure academic life. What Heyerdahl did 60 years ago, was to risk his life and those of his friends to sail a small – the size of a medium sized modern yacht – historic Peruvian coastal Balsa raft across the Pacific.

He proved that such a simple craft was seaworthy in gales, that it could carry food and water for 6 men for several months. The lyrical passages in his best selling book 'The Kon-Tiki Voyage', showed that not all was hardship and suffering on this voyage, but a lot of the time there was a feeling of companionship, of beauty, of oneness with the ocean. This special feeling, voyaging on an ancient craft is an unstudied aspect of migration psychology.

As a young man, I was also inspired by a second hero, Eric de Bisschop, the Frenchman who in 1937 built a 38ft version of a Pacific double canoe in Hawaii and with a companion sailed it back across 3 oceans to France.



The Eric de Bisshop 38ft catamaran.

His theory was that the ancient Pacific people sailed out of Asia into the Pacific on canoe craft. At that time the canoe craft of Asia and the Pacific were considered by academics as unseaworthy.

I agreed with de Bisschop's West – East theory and that the Polynesian double canoe was a seaworthy craft. I wished to emulate the spirit of the voyages of Heyerdahl and de Bisschop and to prove the seaworthiness of the double canoe.

To this end I studied in British museums and libraries, and found in the South Kensington Science Museum in London this model of a 21 ft Tahitian reef canoe.

For shelter from cold northern seas I distorted the hull lines for comfort, so I could sit up in the hulls, and between 1954 and 1956, with the aid of 2 German girls built and sailed this double canoe, which I called Tangaroa, to Trinidad in the West Indies. This coastal/ocean voyage confirmed the sea survival abilities of a small double canoe/raft.

JIM'S COLUMN

My Atlantic voyage, plus various facts I had observed in my museum studies led me to believe that a major factor in giving the ancient Pacific voyaging canoes the ability to sail to windward, was a V-eed hull cross-section.

In Trinidad, in 1958, while living on a self-built Kon-Tiki inspired house raft, I built a 40ft V-eed hulled double canoe; on its first sail it sailed faster to windward than a modern 38ft ocean racing yacht. We, myself and the 2 German girls, then sailed the 40ft Rongo 1500 miles North to New York and 3500 miles across the North Atlantic to Britain, the first successful West-East crossing of the North Atlantic by multihull.

By the end of 1959 we had confirmed the storm-riding, seagoing and windward abilities of the double canoe of the Ancient Pacific.

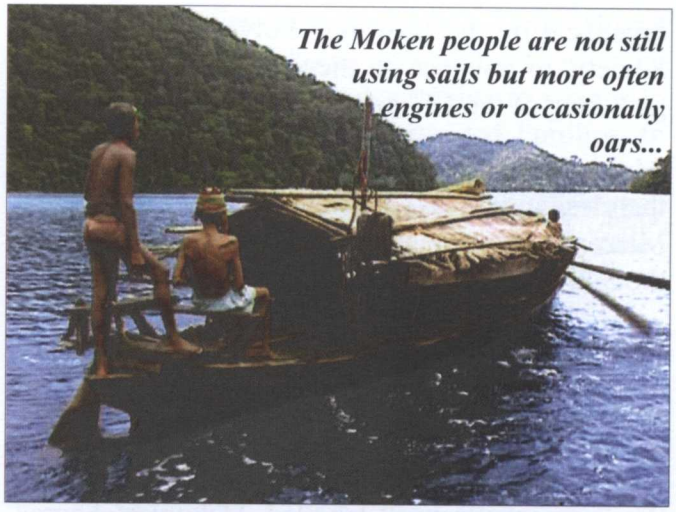
In the next 6 years the canoe/raft ship emerged as a Western yachting type, under the names of catamaran and trimaran. My building and voyaging experience established me as a designer of such craft.

By 1976 I had sold several hundred double canoe/catamaran designs. I was able to display this chart at a London Boatshow, showing the worldwide voyages made by these craft.

I had provided a version of the migration craft of the Stone Age Pacific for Western Urban Man, and interestingly, a marked number of them decided to make migratory voyages.

This natural desire to voyage could be an important factor in "Why did the settlement of the

This picture has been taken in the early 80s when the Kabangs (moken boats) were still using sails



The Moken people are not still using sails but more often engines or occasionally oars...

Pacific Ocean occur?" Not, as has been suggested by the Hawaiian school of Pacific studies, war, famine, the egos of great chiefs, leading to imposing fleets of large vessels searching for new islands.

What I am considering is that Man as a species has for the major part of his existence lived a migratory, nomadic life; that the first Pacific and Indian Ocean sailors were seagoing Nomads, living on the wealth of the sea and the seashore. Such groups still exist as in the nomadic Moken of the Andaman Sea, also known as 'Sea Gypsies' (***See pictures)***.

In Thailand, I met a German couple, who sailed on one of my 8m designs and had lived with the Moken. They had learned their language and had taken part in their ceremonies. They told me of the richness of such a sea-based life.

There were always doubters of my theory that some ancient Pacific canoe craft had V-eed cross section hulls so as to sail to windward, instead of leaving the dug-out hulls round and tree-shaped, as many believed. It is true that many later canoe craft do have round hulls, but these were designed to be paddled, not sailed!

In the early 1990s, in our further experimental studies, we built a 19m V-eed hull double canoe, 'Spirit of Gaia', and after hard testing her in the bay of Biscay and the wind acceleration zones of the Canaries, at the end of 1994 we sailed into the Pacific on an 8500 mile voyage to the island of Raiatea; to the 'Gathering of the Great Canoes'

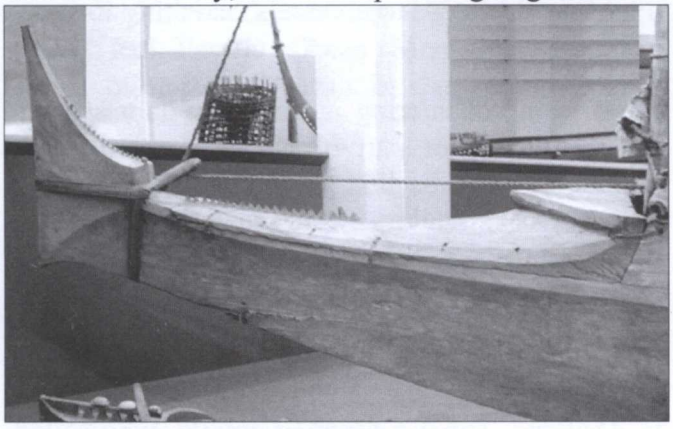
JIM'S COLUMN

organised by the Hawaiian Polynesian Voyaging Society, to re-enact, so they said, a famous canoe gathering of the 13th century.

At this gathering there was a clashing of cultures, theories and ideas. However, Mau Piailug, the Micronesian Navigator did comment that he thought our Spirit of Gaia was a 'Real' canoe!

From Tahiti we sailed another 2700 Miles to Auckland, New Zealand. There in the Imperial Museum we found "GOLD".

In a small hall, the "Canoe Room", we noticed a 9m outrigger canoe, labelled 'Tikopian Sacred canoe, presented to the museum in 1916'. The dugout canoe hull was sculpted exquisitely for windward ability, in a V shaped seagoing hull.



The bow of the traditional Tikopian canoe exhibited at the Auckland Imperial Museum

It had been in the museum for 80 years and no-one had realised it answered the question, "did the Polynesians have hull shapes that could sail to windward?" This canoe proved they did.

Later we found the distinctive Tikopian canoe hullshape had been recorded by Haddon and Hornell in their book 'Canoes of Oceania' in 1936 and before that by Admiral Paris after his visit to Tikopia in 1827.

Due to the remoteness of tiny Tikopia and the fact that Admiral Paris was one of the first European visitors, we believe the Tikopian hullshape has a very ancient heritage that has not been modified through European influence. Therefore a sailing replica of this hull shape can give information on the potential sailing abilities of a pre-Western-contact canoe type.

Also in Auckland, in the Maritime Museum library, we found another forgotten treasure, the rare 'Raft Book' by Harold Gatty. Written in 1943 for the US hydrographic office, for the help of wartime shipwrecked sailors and airmen.

This, as far as we know, is the first full practical study of the star, wave and cloud navigation methods of the Pacific sailors. A few years ago we sent a copy of this book to Lena Lisdotter Börjesson, who will be speaking later, perhaps she can confirm its value.

Continuing our Pacific voyage, we sailed into the Melanesian waters of the Pacific, the island groups of Vanuatu and the Solomons, inhabited by a race of people with facial features and skin colour that can be traced back across the Pacific to Australia and New Guinea.

On these islands land archaeologists have found a trail of sites with unique pottery remains, settlements of people referred to as the 'Lapita'. They are believed to mark the migration trail of the proto Polynesians out of Asia. The National Geographic Magazine has published the latest theories on this in their March issue.

Having met Melanesian people and studied their sailing craft, I have an open mind on who precisely these Lapita people were.

From Vanuatu we sailed to the small Polynesian outlier Tikopia, at the far Eastern end of the Solomon islands, to meet the chief whose great-grandfather had given the Sacred Tikopian Canoe to the Museum. They still use the same V-eed hullshape on their small canoes. The chief told me they still remember sailing bigger canoes to the Banks islands 150 miles away, a tough open ocean voyage.

In Tikopia we heard of a German yachtsman, Klaus Hympendahl, who when visiting Tikopia had entered into Tikopian life and was dedicated to helping to preserve their lifestyle. On return to Europe we contacted him.

JIM'S COLUMN

From Melanesia we sailed on and out of the Pacific into the Indian Ocean, on to Sri Lanka. All the way meeting and studying raft stable canoe craft.

To sum up my observations of this voyage. By 2000 years ago half of the world's surface had been, or was being colonised by raft stable canoe form craft. Many different cultures united by a similar set of boat design principles. It is a subject for major future studies. A valuable introduction to such studies are the books 'Jukung Boats' and 'Building a Longboat', both published by the Vikingship Museum, Roskilde.

In 2003 Hanneke and I had a design commission from an American, Glenn Tieman, who 20 years previously had spent 10 years single-handedly roaming the Pacific on one of our 8 m designs. Now older, he wanted a larger, but simple, boat to repeat his youthful voyages.

We suggested that an 11m version of the Tikopian canoe hull shape, used as a double canoe, would give him sufficient physical comfort and load carrying capacity. We also told him we wanted to keep the craft totally Ethnic and rig her with Pacific Crabclaw sails. He immediately sent us $1000 to get on with the design.

Glenn has since built the design, which we called Tama Moana, Child of the Sea, and is now cruising her down the coast of Mexico. Klaus and Hanneke spent a week last November sailing with him to study the craft's unique sailing qualities.

In January 2003 Tikopia and her tiny sister island Anuta were devastated by cyclone Zoe. Klaus Hympendahl was deeply involved with its after effects and raised funds to build a much-needed medical centre.

In January 2005, two years after Cyclone Zoe, my design partner Hanneke Boon was reading about the uniqueness of the self-sufficient culture of Tikopia in Jared Diamond's book 'Collapse'.

She had the 'vision' to build two Tama Moana double canoes for Tikopia and Anuta, to give the islanders back the independent ability to voyage to other islands, to visit their extended families, to trade, to take their sick to hospital. In fact take them back to the time, in the 1800s, when they had ocean-going canoes, with which they sailed 100s of miles to other island groups.

This is how the Lapita Voyage project was born.

The Lapita Voyage Project is to build two 11m Tama Moana double canoes. They will be built in the Philippines, at a yard experienced in building my double canoe designs. We will then sail the two canoes, one skippered by Hanneke and I, the other by Klaus Hympendahl, from there 3800Nm to the islands of Anuta and Tikopia, following the ancient migration route of the Lapita.

> " We will only be using traditional Pacific navigation methods "

South from the Philippines, the route will follow the North coast of Papua New Guinea and weave through the Solomon Islands. We will only be using traditional Pacific navigation methods. Most of this voyage will be island hopping, which in my experience is often harder and certainly slower then making ocean passages, but the final stretches of about 150 – 350 nautical miles will be across open ocean.

We will receive knowledge on Pacific navigation methods from a navigator from Tokelau, Tulano Toloa, who will be taking part in the expedition. He will also compare the fishing techniques of different islands, to find cultural connections.

What this voyage will give us, is what no academic studies can. We will be sailing the two boats like the original migration vessels, without engines or escort boat; we will be experiencing how voyaging on traditional double canoes will have felt to the 'Lapita' voyagers.

We will experience the climate, the sea and weather conditions, the geography of the islands and suitable landing sites. Hopefully we will also

JIM'S COLUMN

find some of the native food plants that still grow there and catch seafood and fish.

This will enable us to study the location of the archaeological Lapita sites from a migrating sailor's perspective, which could give insights no land archaeological studies can.

On each canoe will sail a man from the 'islands', one from Tikopia, one from Anuta. They will give insights into how an islander, who has lived his whole life on a tiny island, closely integrated with the ocean, will experience such a voyage, how he will fish for food, how he would cook it, what natural navigation instincts he has, how he 'feels' on such a voyage.

The hulls of one of the two Wharram double Tikopian canoes under completion for the Tikopia project.

The building of two boats has started and the voyage is planned to start in November 2008, making use of the Westerly Monsoon winds.

As with all projects the biggest problem is finance. Klaus Hympendahl has been responsible for raising sponsorship for the Project over the last year. We have so far succeeded in being offered many of the materials for building the boats as well as a lot of the expensive equipment we will need.

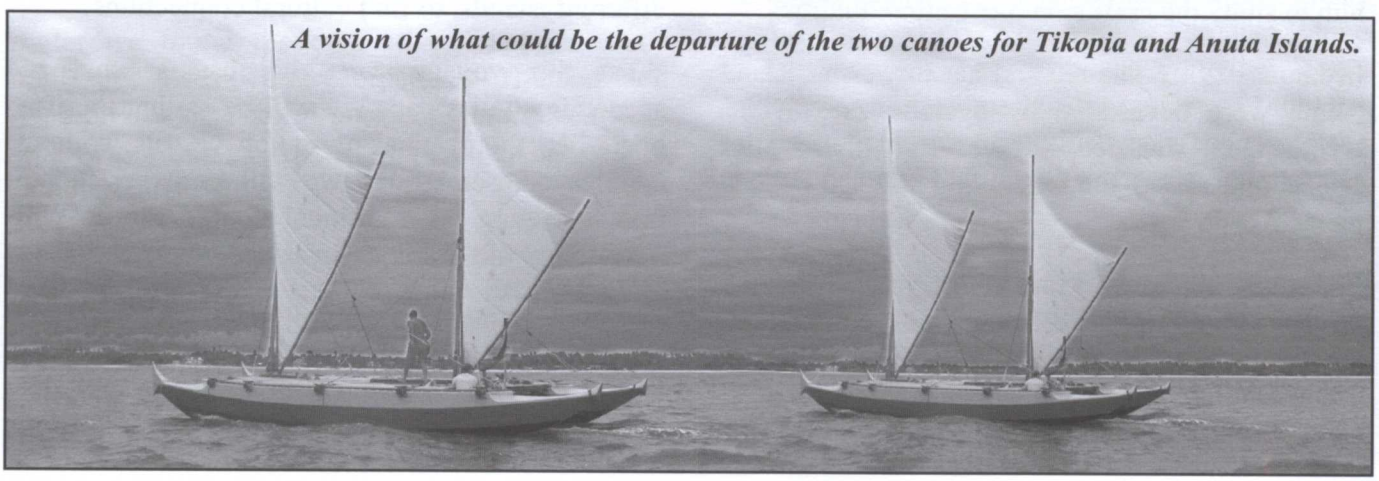
The building of the boats and the voyage will be recorded on film, which will be made into a television program.

The voyage will end in Tikopia and Anuta where the boats will be presented to the islanders.

I hope in the future to report back on the results of this voyage, hope to see you then.

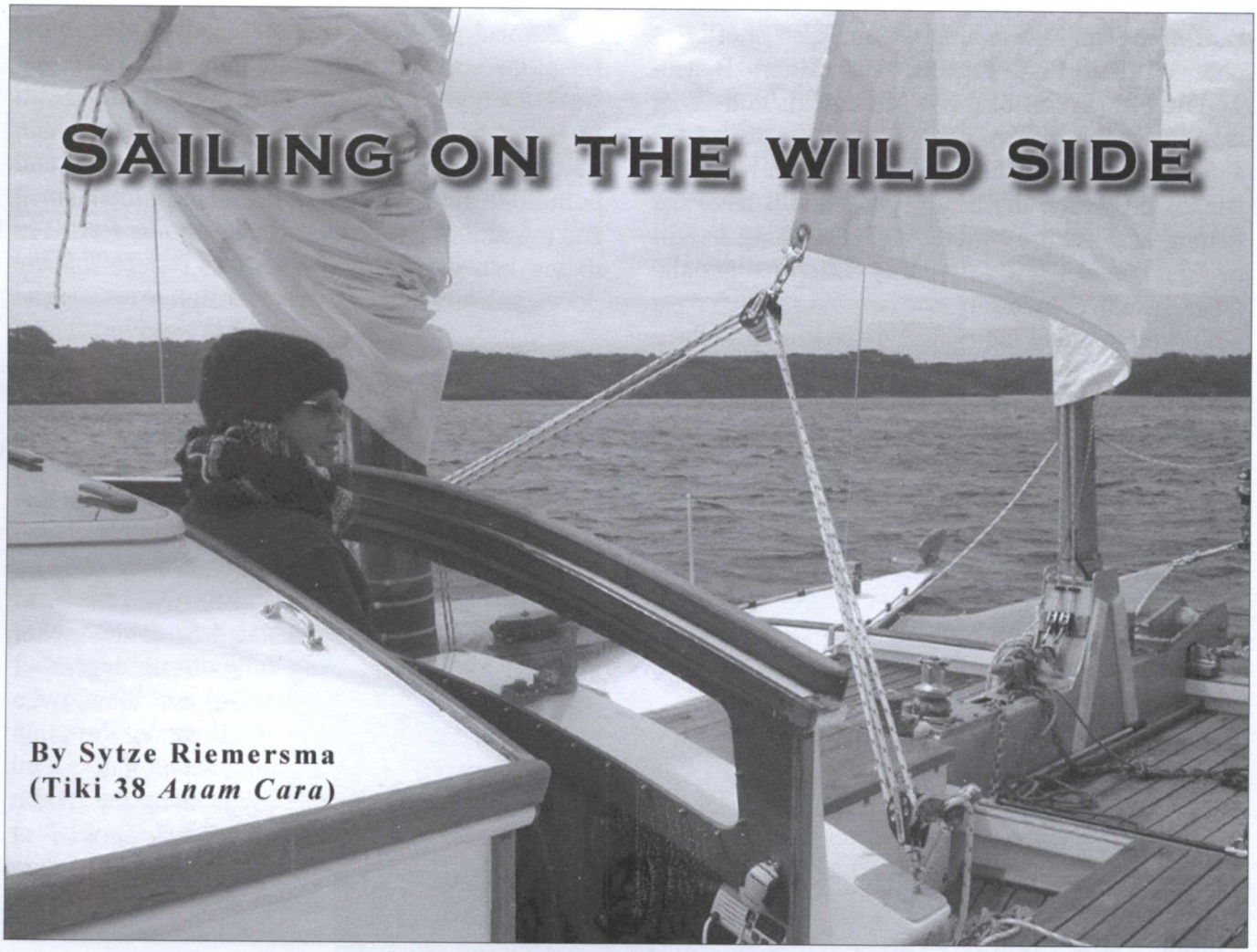
I began this lecture with a tribute to Thor Heyerdahl, I must end it with a thanks to Ole Crumlin Peterson, who with his staff at the Roskilde Vikingship Museum have been my inspiration for the last 27 years, guiding me towards critical assessment of facts, checked by experimental field work. Without their example I would not have been here today.

You can get more informations about the Tikopia project on the web sites:
www.lapita-voyage.org
www.tikopia.org



A vision of what could be the departure of the two canoes for Tikopia and Anuta Islands.

SAILING ON THE WILD SIDE



By Sytze Riemersma
(Tiki 38 *Anam Cara*)

Remy's comment *(see issue 66 editor's note)* that there are not many places left on this earth without being hassled by officials does not count for the lower part of New Zealand where we live, especially at Steward Island, an Island at the bottom end of New Zealand .

The Island is approximately 180,000 Ha in area and became a national park in 2002. It has a population of 400 people. When you step ashore you have the feeling of stepping backing in time into the 60s and 70s. It even looks sometimes as if all the old hippies have found refuge here, where they can maintain their life style.

Originally established by Scandinavian whalers in the early 1800's the island has a colourful history and remnants from the old whaling stations, wharfs and building sites are still there and only accessible by boat or helicopter. You can still view the old rusty blubber cooking pots, find the big cutting knives and think back about those rough old times and be glad that the slaughtering of these magnificent animals is over, except for a few hardy fools that think they own the oceans and all that is in there is theirs for the killing. You can still see those whales sometimes passing by from Lands End at Bluff point. Bluff is a small fishing village in the lower south island, from where the ferry leaves for Steward Island and where in the huge Bluff inner harbor estuary, our Tiki 38 *Anam Cara* is moored at Greenpoint yacht club, 16 members, 10 boats. There is always a mooring available for guests if you like. So you're welcome. Every tide the harbour's channel pumps 5 million litres of water in or out. This makes going in and out of the harbor with our 20 hp engine a nerve wrecking experience, especially when getting the tides wrong. Steward Island can be seen when leaving the harbour, going around Lands End point. Quite often it's covered in a misty haze and the first time I saw it felt like discovering Avalon. The island has been occupied by Maori families since the early 13th century and the Scandinavian settlers blended in nicely with the original Maori population, creating a colorful folk, with strong family ties with the Island. After the whalers, the sawmillers, boatbuilders and fishermen followed, establishing themselves around the edges of Paterson inlet, the heads of

Half-moon and Horseshoebay and also shortly at port William Port Pegasus and Maori Beach. Today, little is left of those settlements and Oban is the only place were people still live, except for a few small hut settlements on the surrounding islands on which the Maori people still have the fishing and mutton birding rights. Fishing is still being done by a few very hardy fishermen and the other Island population is occupying themselves with tourism and aqua culture. Growing black pearls in paua, very lucrative, paua diving and there are also a couple of big salmon farm operations, because of the cold and very clean water.

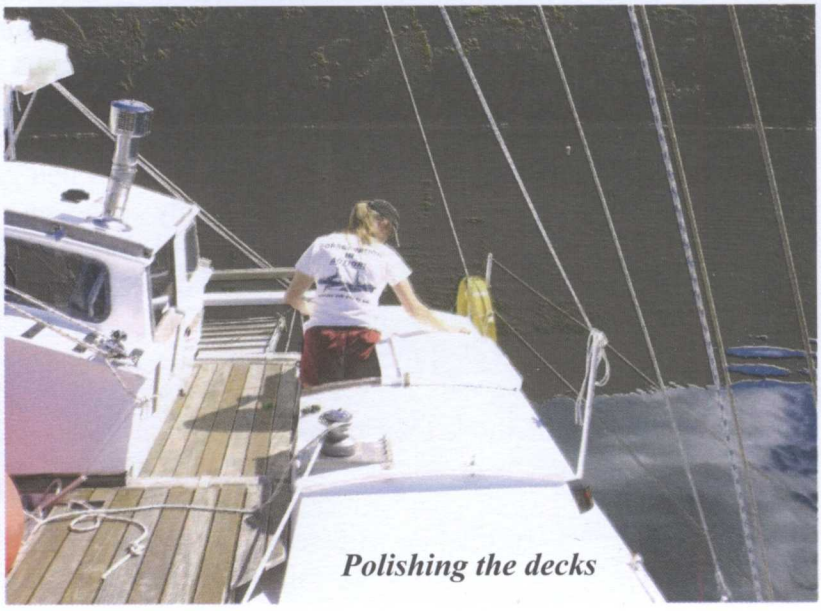
There are plenty of activities for the visitor. The island is a diving and fishing paradise. And water taxi's are available to bring you wherever you would like to go. Charter boats for sailing or hunting and even helicopters are available to bring you to very remote and deserted places to view the birds and animal life only found in New Zealand. Like the Steward Island brown kiwi, this is a bizarre figure with its pear shaped body, sturdy legs with fearsome claws, a plump and feathered backside and an air of apparent absentminded preoccupation. They can be heard calling during the day as well as during the night. The little yellow eyed penguin is also unique for this area and is quite often seen. Ulva Island is an open sanctuary and is open to all visitors, and can even be visited with your own boat. It is situated in the middle of Paterson inlet and is home to several endangered bird species. There are some magnificent walking tracks on Ulva, but there are also spectacular tracks on Steward Island, some of them can take up to 3 weeks to complete, with huts at several points for shelter against the ever changing weather. When arriving at Steward Island, either by ferry, plane or your own boat, you can always smell or see smoke coming from the chimneys, caused by the all year round burning coal fires, still being used in Oban for cooking or heating. Firewood is not permitted, for fear of the national park being decimated to firewood and matchsticks. Coal is mined locally on the mainland only a 100 kms away and is consequently the cheaper option over electricity. Local government bodies are currently looking at wave energy power generation but this might still be years away, so coal fires are still the main source of heating, despite their smell and pollution. But it also gives the island it own smell and attraction. Everything else has to be ferried in to the islands economy and that reflects on the prices being paid there, they are high.

Kiwi bird

The Maori name for the island is Rakiura, which means "Glowing skies" and that's what they do here at Steward Island, the skies do glow sometimes. On a clear night you can see Aurora Australis, which is the southern light phenomenon here in the southern latitudes and sometimes last for more than 30 min.

The original Maori name Te Punga o Te Waka a Maui, positions Steward Island firmly at the heart of Maori mythology. Translated as 'The Anchor stone of Maui's canoe", it refers to the legend of Maui and his crew, who from their canoe, the south Island, caught and raised the great fish, the North Island. The weather at Steward Island can be very changeable, sometimes 4 seasons in one day. It has its own climate, while only being 30 miles away from the mainland, it is situated in the higher latitudes, the same as Cape Horn .The South Cape or Whiore, is often called the fourth cape by sailors and yachtsmen and is feared by many of them.

Foveaux Strait, the stretch of water between Steward Island and the mainland, is a treacherous piece of water, only being 35 m deep and 30 miles


Polishing the decks

wide. While the surrounding southern ocean is 600 to 700 m deep. There are many underwater rocks and small islands to get you into mischief with these strong tides and waves. A big part of the southern ocean tries to press itself through here and this can create some tremendous and horrific seas, where many a fisherman and sailor lost his or her live and even these days modern larger size fishing boats are turned upside down in freak waves quite often with lives lost, although rescue services are very up to date these days, with helicopters and fast rigid inflatable rescue boats on station at all times, and sailors and fisherman keeping an eye out for each other. Crossing the strait can be a daunting and hair-raising experience. A 3 to 4 knot tide flowing against the flooding water and a wind against tide are all surplus to that. This is one of the reasons why we have one mooring here at Greenpoint and one at Steward Island, so we can bring the boat over on a nice day and sail whenever we like on the inlets or outside when the weather permits. There are daily ferry crossings, morning and evenings, although even these big ferry cats, 30 m plus, can have a fair bit of a beating. Quite often crossings are cancelled, due to strong winds, and tourists are stranded on either side. We were once on the island and had to go back for a funeral but we were stranded, no ferry, no plane, and no helicopter, nothing because of the storm that blew. We had to give the funeral a miss. When sailing around Steward Island, or in one of her beautiful inlets, which are very sheltered, one can always be in contact with the local VHF fisherman radio network. For an annual fee of $20 one can be called every night at a fixed time if wanted, to inquire if there are any problems or which location one is on if anything problematic occurs, and local fisherman can be redirected to offer help or just simple weather information can be obtained at all times. Weather can change quickly, you can have 15 to 20 knot winds in the inlet or on the sheltered side of the island, while a fisherman at the cape, at the bottom end of the island, a mere 60 miles away can struggle in 40 to 50 knot winds. Williwaws can be frequent and strong, even in sheltered places, boats sometimes drag their anchors because of the strong and violent nature of them, even when the holding ground is good. Mostly sand and mud and at some places the ground is covered with giant kelp plants. So good anchoring gear is necessary, we carry a 25 kg delta on 60 m of high-test 8 mm chain and a 30 kg Bruce on 25 m of 10 mm short link chain and 60 m 20 mm line. There are also two 15 kg Fortress alloy anchors on board with the necessary chain and lines. The delta anchor always grabs and until now it never let us down. Lifting can be a bit hard sometimes with a clump of 30 kgs of kelp attached to it, and the electric winch sometimes struggles because of it. But until now we never had to leave an anchor behind. Rubbish on the seafloor, left behind by the whalers or fisherman, can cause a problem sometimes, so it pays to have some suitable diving gear on board. Anchor places are not busy and are sometimes visited by international yachts, some of them coming from the other side of the world, some real small yachts, even the beautifully restored Wanderer 1, from the Hiscocks ended up here on Steward Island one day. Completely restored by a Scandinavian bloke with his English partner and later heading on for Chile and South America. And sometimes big fancy luxury yachts, but you can always see they have gone through an effort to get here. But where are all the Wharrams????? There must a few around here in good old NZ and other parts of the world!!!!

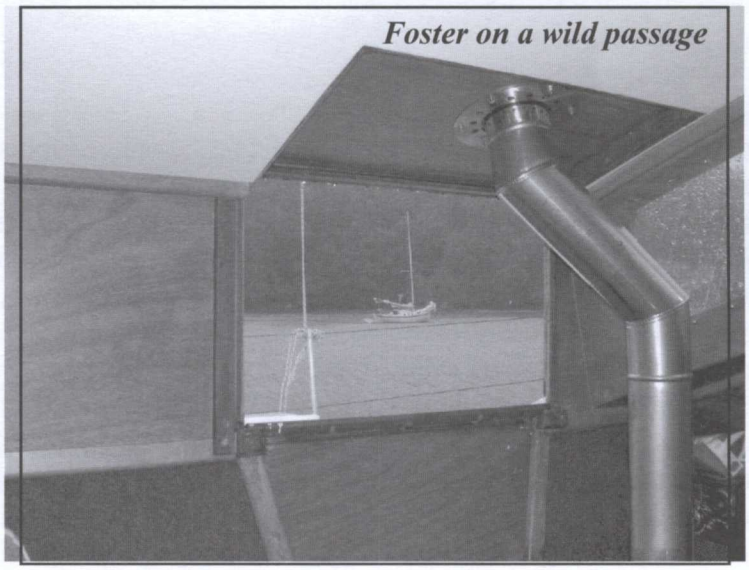
Maybe it's the weather, but even the sort of weather that we have here has its own charms.

We, that is Janny my wife and me, left this year 2007, for our summer holidays, just after Christmas, yes we have summer here. December, January and even February are not too bad. We wanted to circumnavigate Steward Island with three or four boats and explore the lower inlets and river mouths.

One of us, Jack, a 74 year ex fisherman, wanted to join in his little 5.5 m double ender, called *Oslo*, together with his wife. He is very experienced. He

sailed around the world in his home build 34 ft double ender in the early seventies. And the second time round, halfway NZ- Fiji, he and his newly wed wife were rolled and dismasted. It took them 5 to 6 weeks to return back to NZ on a jury rigged boat. By their family they were given up as lost at sea. They were all surprised to see them back again, alive and well. He fixed the yacht and used this boat as a fishing boat around Steward Island. So he knows his way around a bit. The yacht is still being sailed here in NZ and being made ready to set off to the pacific islands by its present owner's without any major modifications. Jack made quite a few changes to the sail set-up of the little *Oslo* and was anxious to try them out on the big seas and see how little *Oslo* would perform. In the end he would not be too impressed.

The second friend that was planning to come owns a 7 m double ender, a very seaworthy little ship, with a very seaworthy and very determined skipper, called Foster Price. Foster and me already had a little taste of what was to come, when we picked up a 50 ft Ferro cement yacht with a friend and bring it down from Christchurch to Bluff, a trip of approx. 500 mls along the coast. During the night we were hit by a 40 kn. easterly on a lee shore. Not very pleasant on sails that were blown out on the previous trip bringing it down from Fiji, where he bought the boat. We also discovered that the diesel tanks were pretty low, instead of having the 1200 litres onboard as said, they were almost empty. Many fishes were fed on this trip. But hey, it was a monohull and not James Wharram!!!!

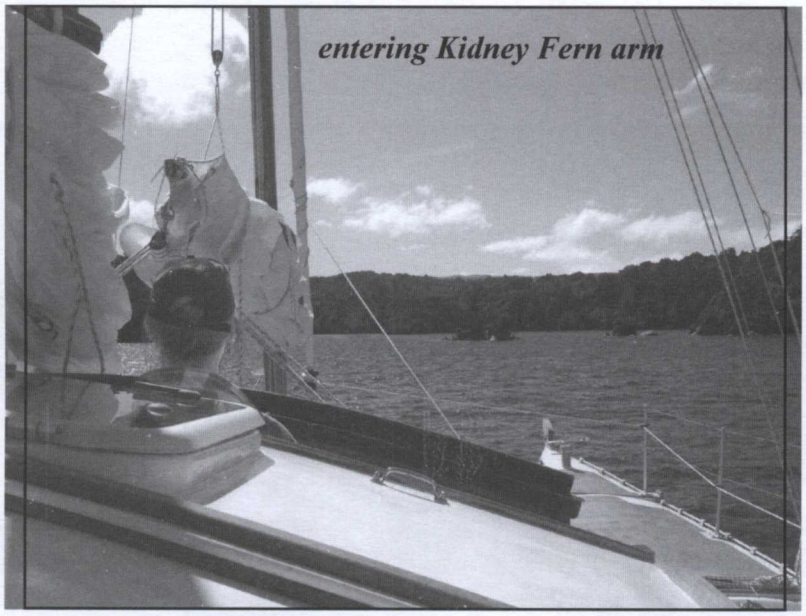


Foster on a wild passage

For the last couple of years Foster was talking about this circumnavigation, so he called 5 of us in to discus the tactics and what the best dates would be, weather-wise. Mainly because the weather in November to December had not been to good, lots of 40 to 50 knot winds with heavy gusts and showers .To do the west side of the island we needed at least 24 hours of a good steady wind, preferably from NE or NW because there is hardly any decent shelter on the west side and it can be very uncomfortable in S to SW strong wind let alone a gale. We had to do the west side in one go of approximately 16 hours, because there are no safe anchorages on the western side of the island. We had to bear in mind that the slowest boat would not be any faster then 5 knots. So the meeting was held at Fosters place and after many cups of tea there were 5 boats left to participate. And even two of those were not even sure if they could be there on time, due to other commitments, in the end we ended up with 3 boats going. Janny and me had a bit more time and decided that we would leave two days earlier. We left Bluff at five in the morning with the right tide and no wind at all and motored all the way down to Steward Island. We pick up a friends mooring in Paterson inlet, in a bay with the most beautiful name; Faith, Hope and Charity, you could not feel any safer. We inflated our two inflatable kayaks and did quite a lot of exploring in the inlet. We even had plenty of time to give the upper hulls a good clean, just above the waterline, in our floatation suits. It was not warm enough yet for Wharram style skinny dipping .In the meantime an easterly foggy wind had come up, preventing the other two, Jack and Foster, from leaving and when they left two days later with a lot stronger wind, Jack's water stay broke away from the bowsprit halfway the journey. Jack had to call Foster on the VHF about his problems and was very embarrassed that everyone out there could hear him with his problems. He was also taking in some water from a leak in between deck and hull joint. But anyway, Foster had to know so he could inform us about the situation.

In the mean time, after visiting various beautiful deserted bays and anchoring spots, we had moved on to a bay around the corner, called Port Adventure. We even moved in deeper into the inlet, then the pilot guide advised us, just to await the upcoming gale that was predicted. We were very sheltered just around the corner of an outcrop tied behind two anchors and two lines each side tied to the trees on the shore. The sun came out and that was the time that we could go skinny

dipping. But the sand flies liked the quiet spot as well, they came in by the thousands, it didn't take long to get dressed again and forget about the tan.. And when the wind changed to a 35 knots westerly we had to dress up anyway and get the diesel heater going again to stay warm and dry. The only other contact that we had was with Julian, a yachtsman from Nelson, up north, who had taken a year off, to circumnavigate the South Island and Steward Island. He was travelling in a 30 ft steel monohull, and fully provisioned to stay away for at least half a year. In his daily life he was a possum hunter for the Department of Conservation, the government body that controls the national reserves. While traveling he did a bit of possum trapping to make up for lost income. Possum fur pays $65.00 a kg, a good possum hunter can collect up to 200 kg a day. Possums are an introduced pest, destroying the entire flora in NZ. They were introduced by fur breeders in the early 1900's, they escaped and are breeding like rabbits. Julian was clearly a loner and did not much interact with other people, although he was very friendly to us and invited Janny and me aboard for a cupper. He told us that he only had a road map for Steward Island and no decent navigation charts or pilots, he also wanted go on to Fjord land, this is the NZ equivalent of Norway. We invited him aboard *Anam Cara* for the evening to have a drink and in the meantime he could copy the pilots we had available for the areas he wanted to visit. He stored them all in his photographic memory, you could see them entering his brain. We met him again a couple of times afterwards. Earlier that evening we were visited by the NZ coastguard and MAF, they asked us all sorts of questions but left us without causing any difficulties. In the meantime we had had contact with Foster and he had been aboard Jack's boat and inspected his damage. Jack didn't want to continue without doing some proper repairs and stayed put where he was, on his mooring, to work on his boat. Foster was determined to move on and catch up with us. He left early next morning at 5 o'clock in 35 knots off land wind and enormous seas. He'd let fisherman's radio network know that he'd left, in case something happened, they were really worried. Janny and me had a sleep in and just got up, at around 10 o'clock, when to our surprise a wee boat entered Port Adventure bay, it having Foster and his crew member aboard, all dressed up in oilies, three reefs in the main and a storm jib hanked on. They found a nice sheltered anchoring spot next to us and we had a cuppa. He called himself off on the VHF and they were glad that he arrived safely. Later on the day the wind strengthened to 50 knots, Foster thought it was a nice breeze. We stayed on for one more day, waiting for the wind to die a little. Two days later, it was still quite rough, we had to move on, because we were running out of time if we still wanted to circum navigate the island. The wind had changed to SW 25 knots straight on the nose, and there was still a nasty 3-4m E swells sideways into the wind and waves, very uncomfortable. Sometimes we could only see the top of Fosters mast. It was our first time with *Anam Cara* in such high seas, since her launch in October last year and at first we were both a bit nervous about these waves and cross waves. Every 7th or 8th wave there was huge bang somewhere inside her and at first I was afraid that one of her tied beams had come undone and was hitting the hulls somewhere. I went inside to look for the problem, but could not find anything. I also thought it might have been the spare Bruce anchor, which was stowed under our bunk in the starboard hull. But I had that propped up with anchor lines and an old foam mattress, so again nothing there. Later on we discovered that due to the high swell and rough seas and the boat twisting and moving around in them, caused one of hulls to twist a little and because of that, a small ladder inside the cabin got stuck all the time. Causing it to jump out with a big bang, every time it got stuck. To have this mystery



entering Kidney Fern arm

solved was a huge relieve, because it sounded like someone was hitting the hull with a huge sledge hammer.

Foster was not to keen to head out to far out to sea, and knew a few shortcuts. This meant that we had to go through passages that created a few white knuckles. Some only 50 m wide. One was a particularly hair-raising experience, it was sort of Z shaped, a 4 to 5 knot tide racing against us and 25 knot winds straight on the nose. We were struggling with our 20 horses and were only doing 0.5 knot on the GPS. There was no room for error, the passage was not wide enough for a catamaran to swing around and go back. The small engine was struggling and heated up 95 deg C. At the end we had to make a sharp turn to starboard to enter the mouth of the Lords River we wanted to enter and finally came into the wind free and peacefull setting of this beautiful place. It was well worth all the trouble we had to go through, but we never wanted to risk our boat like this again, by following someone blindly and without questioning. Foster thought it was a great experience and told us afterwards that he'd been only through there once and that was with someone else who was very experienced in the area. We probably gained 5-6 miles.

Janny spinning at Faith Hope and Charity

And a smoother sail over all, but we should have waited for the right tide, and even then it would have been wind against tide, which would've created a hell of a sea.

The Lords River itself is a magnificent place to be. We inflated our two kayaks and explored the river and its creeks for a day. We also met up again with Julian, who was waiting for the right weather to move to Port Pegasus; leaving his boat anchored over there and go deer hunting in the mountains. He also wanted to explore an old tin mine from the late 1800's. In total there were 6 boats anchored here in the Lords River, all waiting for the weather to improve to go up north or down south again. We filled the water tanks from a hose running from a creek, often used by the fisherman. We planned to move on to Port Pegasus the next day, but when we listened to the weather forecast following the morning at 5, the forecast was again 35 to 40 knots straight on the nose.

Foster and another boat decided to move on and left early. We on the other hand wanted to stay another day to enjoy the scenery. After listening to the weather forecast of 9 o'clock, we decided to go back to Paterson inlet or at least Port Adventure. Soon after we left we heard a fisherman on the VHF that he had 50 knots SE at the south cape, which was were Foster was heading. We still had 25 knots on our way to Port Adventure.

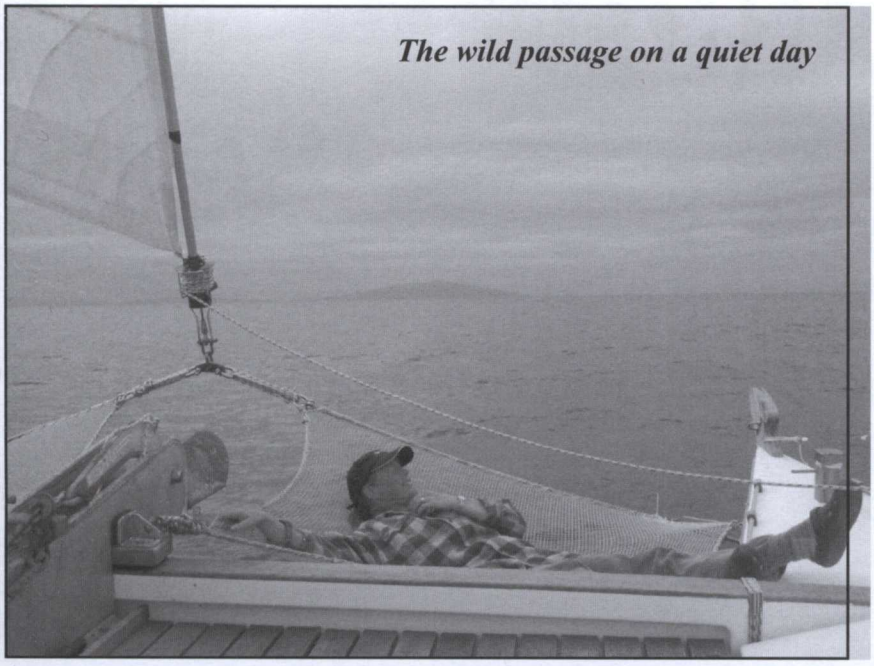
We even shot through the same passage again that caused us so many headaches the day before, but this time we had the tide and wind with us, so we shot through there like a bullet, under reefed sails. We had a great ride to Port Adventure and when halfway, Foster called us on the VHF that he was turning back. He was halfway but the winds became so strong, that sailing wasn't much fun anymore and it became more like survival.

He said he wanted to join us at Port Adventure. When we finally got the pick in the ground, he called to inform us that he moved on to Paterson inlet while the wind was still favourable. For us it was to late to get going again, so we stayed put for the night.

The next day we moved on and planned to join our friends at Faith, Hope and Charity,

But since we were on a 15 knot spinnaker run on the way back to Bluff and since we only had 2 days of our holiday left and winds and weather were good we just kept going.

Although when we came sideways of the mutton-bird Islands, the wind left us and we were caught in the tidal streams that prevail there and without the engine going, we stayed on the same spot for 2 to 3 hours. When finally on our way again we



The wild passage on a quiet day

arrived at Bluff at the wrong time. The tide was going out and we thought we could motor into it. Well, the biggest mistake we ever made, the strong outgoing tide kept us on the same place for quite a while and when we finally got going we were doing only 0.5 knots and were almost pushed against the fixed buoys that mark the channel. After arriving in the harbor we had to wait for the high tide, to cross the bar, that's in the channel that leads to our mooring. I grounded the boat, in full view of to whole Bluff community. Janny already warned me that she could see the bottom, but I told her not to be so cautious, because I still had 6m depth on the sounder, but it appeared the sounder wasn't working. It was still on and gave a 6m reading but it didn't change. We waited until 11 o'clock at night, when got afloat again and had to move in the dark to our mooring and got stuck on the bar, slowly the upcoming tide pushed us over and at 2 o'clock we arrived safely on our mooring. After a stiff drink we had a good night sleep, and the next day contacted our daughters that we had arrived safely from our first big trip on *Anam Cara*.

The circumnavigation of Steward Island was never completed but there are always other times coming to have another crack at it.

On our journey we hardly saw anyone else and the only official we saw was the coast guard but they were not hassling us, just checking out on the borders, we never paid any harbor duties or mooring fees and since there was not a pub available in any of these inlets we didn't spend much money either. We had 3 weeks provisions aboard and still had plenty left when we came home. Fresh water was available in almost every inlet from fresh water creeks. We had containers on board to collect this. In total we used 50 litres of diesel for motoring and heating. The heater was going almost 24 hours a day, it's a drip fed Dickinson. So we stayed warm and dry. All and all we had a lovely holiday in a lovely country and in a very reliable and comfortable boat, she never let us down and lived up fully to our expectations, but still exciting especially when you have built her yourself.

NEW WHARRAM DESIGN

ISLANDER 39

Eco-charter catamaran (professional bulding)

A sailor of a certain age will know that with wooden hull(s), canvas sails, natural fibre ropes, at one time, all sailboats were 'Eco Craft'. Sailors of that era adapted themselves to sailing and living aboard their simple boats.

The Islander 39 is designed to encourage Modern sailors to personally adapt themselves to sailing a simple boat, rather than using large amounts of Energy to adapt the boat to the 'needs' of affluent Urban Man.

Construction

The Islander 39 is built professionally in strip-planking or double diagonal plywood and epoxy. Using renewable timber as the main boatbuilding material is more eco-friendly than building completely in oil-based composites. Her masts are wood and rigging simple, using the minimum of high-tech, high-carbon footprint, fittings and hardware. Rope is used in many places instead or stainless steel, as is common for all Wharram designs.
With the worldwide push to reduce the use of fossil oils, the possibility of making epoxy resin from sugar, or plant based oils may be explored.

Sailing

The boat is designed to be sailed and rarely motored, saving on fossil fuels. Her hullshape is slim with low wave and skin drag, low freeboard means low windage and hence better windward sailing and reduced fuel consumption when the (auxiliary) motor is used.

We chose the Wharram Wingsail Yawl rig as its small mizzen can be used to assist in manoeuvring under sail, allowing Eco-sailors to avoid using the engine as much as possible.

The single centrally placed 9.9hp four stroke outboard motor is there to be used only in calms to get back in time for the end of the charter, or to get into places where sailing is impossible.

The anchor is lifted traditionally by sailing or motoring over the anchor to 'break it out'. It can then be easily lifted by hand without the need of an anchor winch.

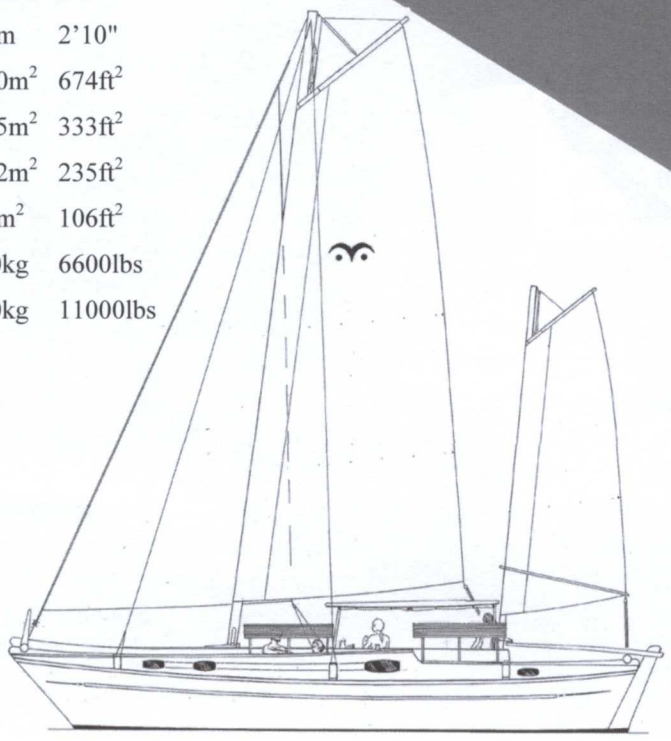
Her less than 3ft draft, enables the boat to sail on to a beach, in shallow lagoons or rivers, giving more options of exploring remote places. The twin hulls make taking the ground always a possibility.

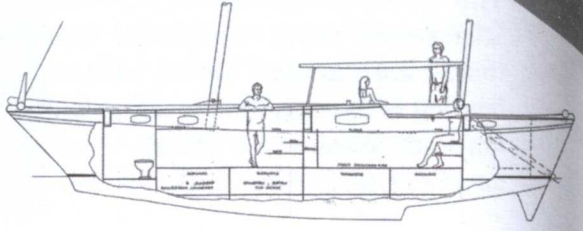
The wide swimming ramp allows several people to use it at the same time. It is also used to bring the dinghy on board (or for man overboard).

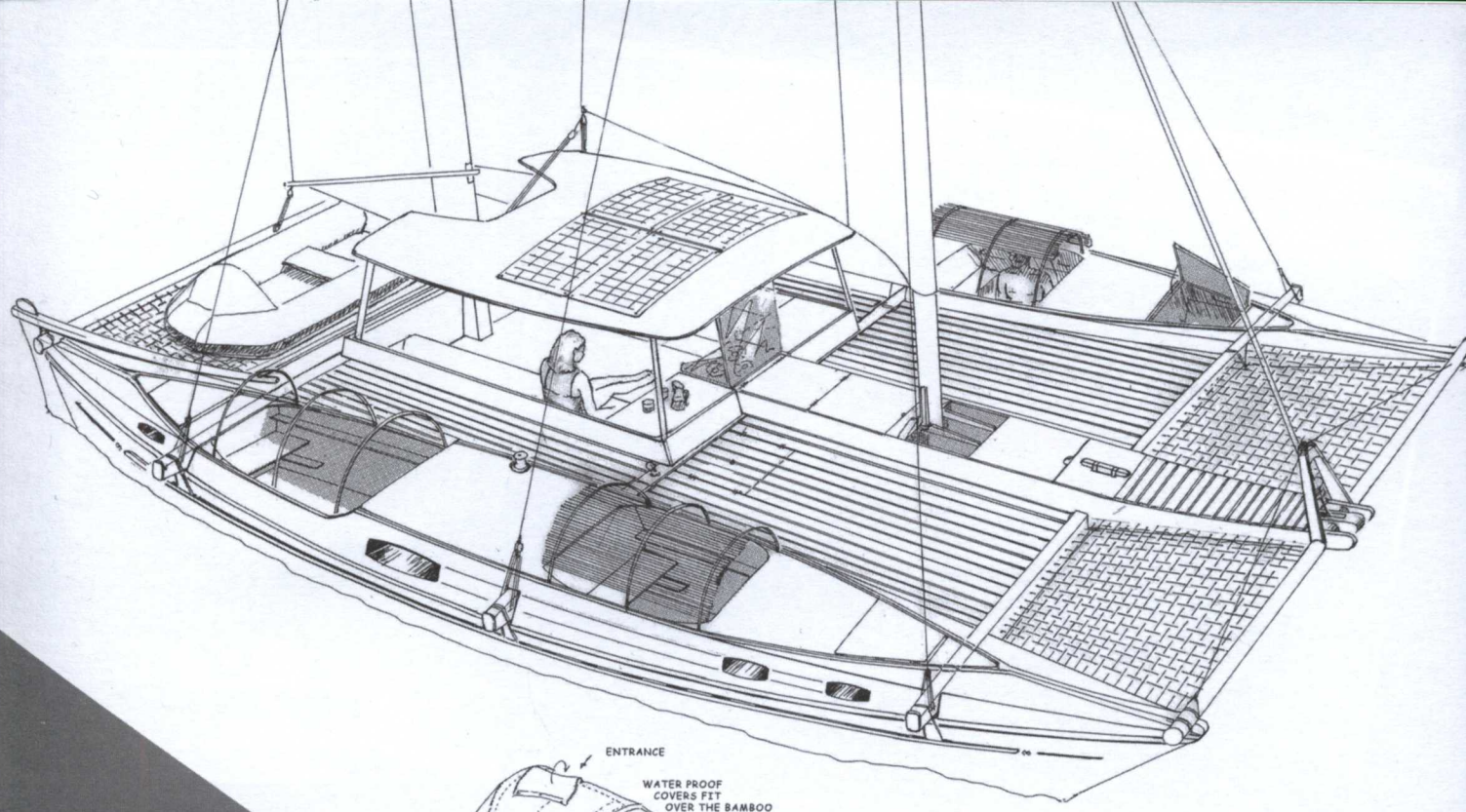
Accommodation

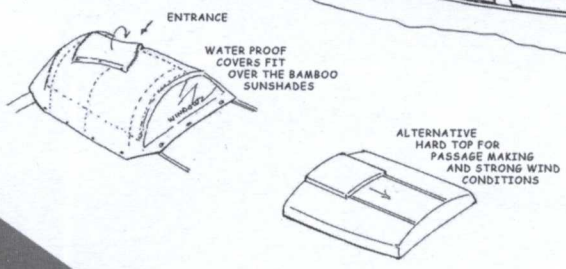
The lay-out of the Islander 39 is designed specially for charter use in a warm climate. The four simple 'flexispace' cabins in the hulls provide each couple with a private space. Half of each cabin is open to

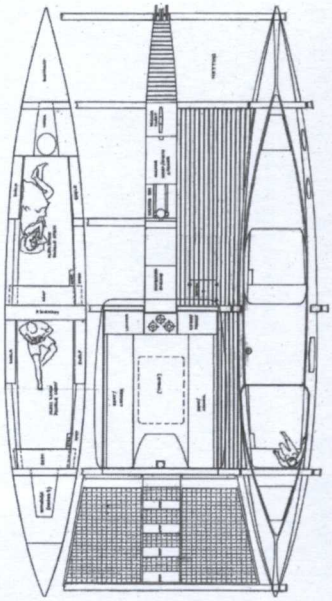
L.O.A.	11.88m	39'
W.L.	10.10m	33'2"
Beam	6.20m	20'4"
Hull beam	1.60m	5'3"
Draft laden	0.86m	2'10"
Sail area	61.30m^2	674ft^2
Main	30.25m^2	333ft^2
Genoa	21.42m^2	235ft^2
Mizzen	9.65m^2	106ft^2
Disp. light	3000kg	6600lbs
Disp. laden	5000kg	11000lbs











the fresh air, ideal in the tropics or hot Mediterranean weather; they are like a room with a balcony for secluded naked sunbathing. On a hot night one can sleep in the semi open, enjoying the stars overhead.

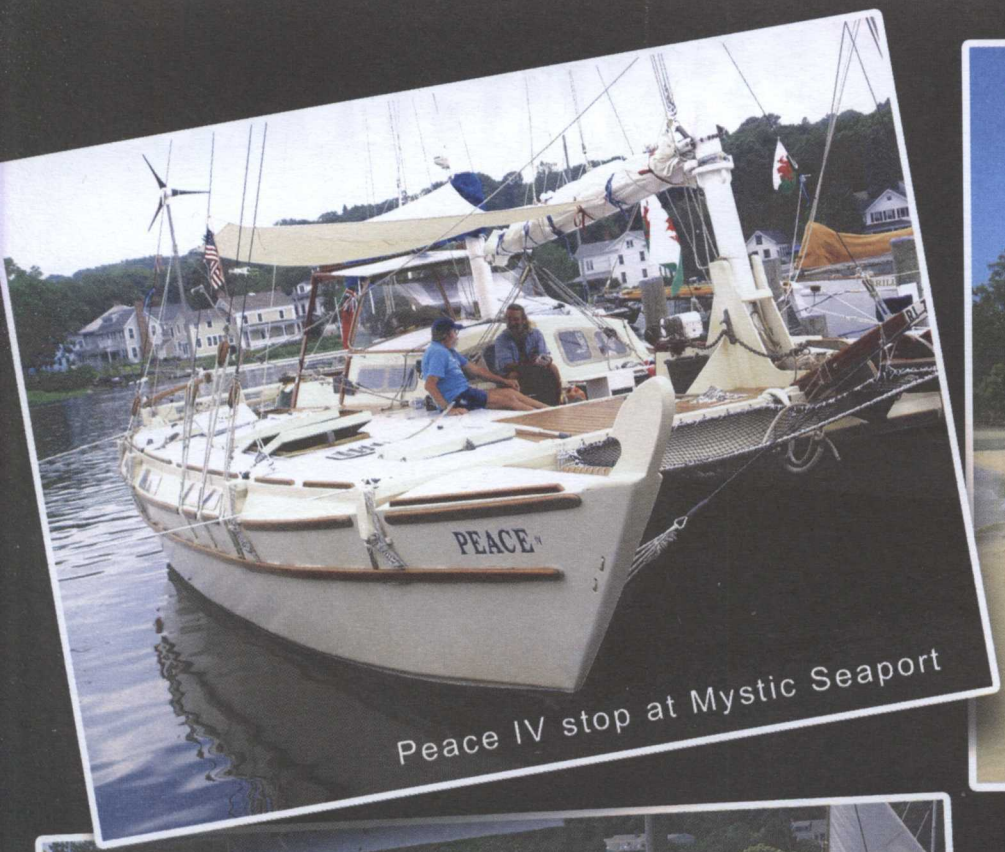
By using the bamboo sunblinds, natural airflow is encouraged. A waterproof cover is there for wet weather. For safety the cabin floors are sealed and self-draining. Large watertight hatches in these floors give access to huge storage lockers, one for bedding and personal possessions, the other for water storage, wetsuits or diving kit.
Water is carried on board in portable jerrycans, allowing them to be refilled anywhere and transported by dinghy.

Deckpod
The open sided deckpod, with ample seating for the crew of 8, has a simple but spacious galley in which several people can prepare food together, while enjoying a glass of wine. The cooker is screened from wind; roll-up side screens protect the crew from sun, wind or rain. The roof top is used for solar panels that will provide all the electrical needs, which are again encouraged to be kept simple.

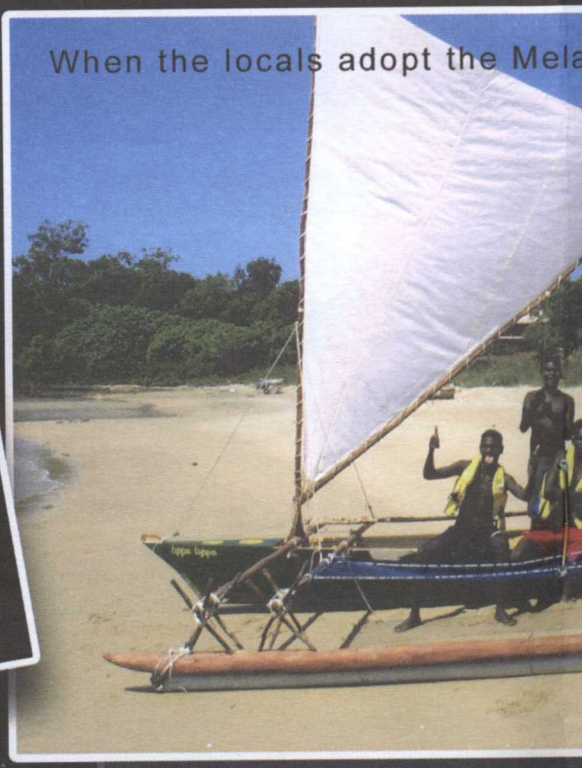
There are two heads compartments, perhaps using composting toilets. Showers should be taken on deck, the platform hatch is a 'well' for raising buckets of seawater. Washing up is also done on deck (using seawater when possible), plenty of space to splash and the platform slats double as a built-in draining rack! Cooking and washing up out in the open as a social activity is far more congenial than in a cramped hot galley down below.

Low Tech maintenance
The boat can be maintained without modern marina facilities. The small mizzen mast can be used as sheer-pole to lower the main mast, which is set in a tabernacle.

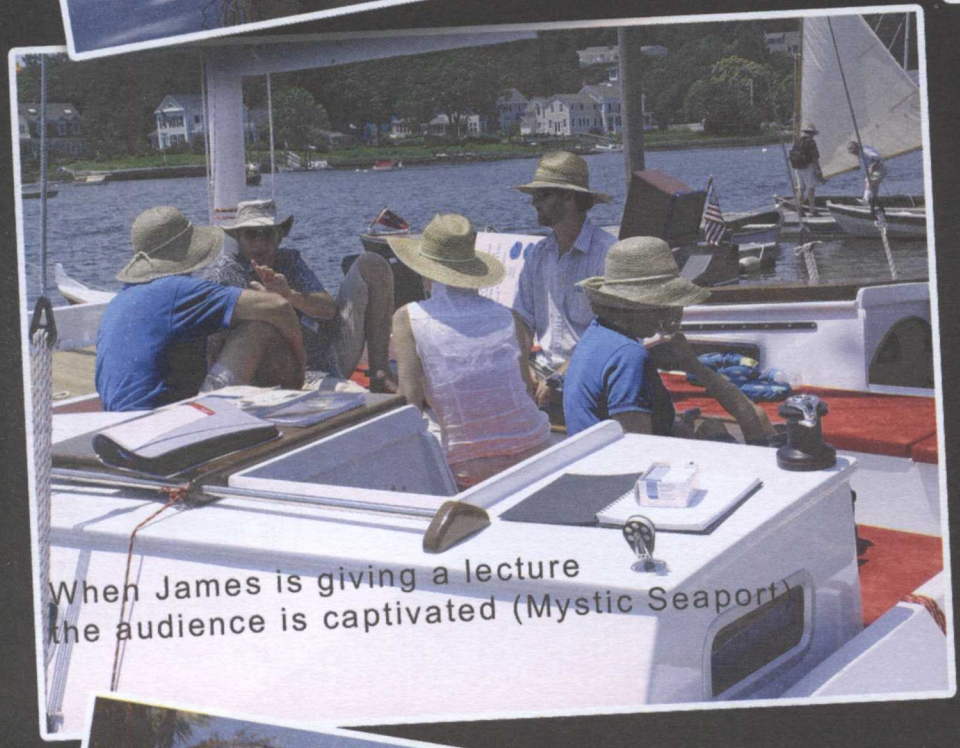
The use of wood and rope wherever possible makes repairs and maintenance easy, also in remote areas where importing spares can be a nightmare.



Peace IV stop at Mystic Seaport

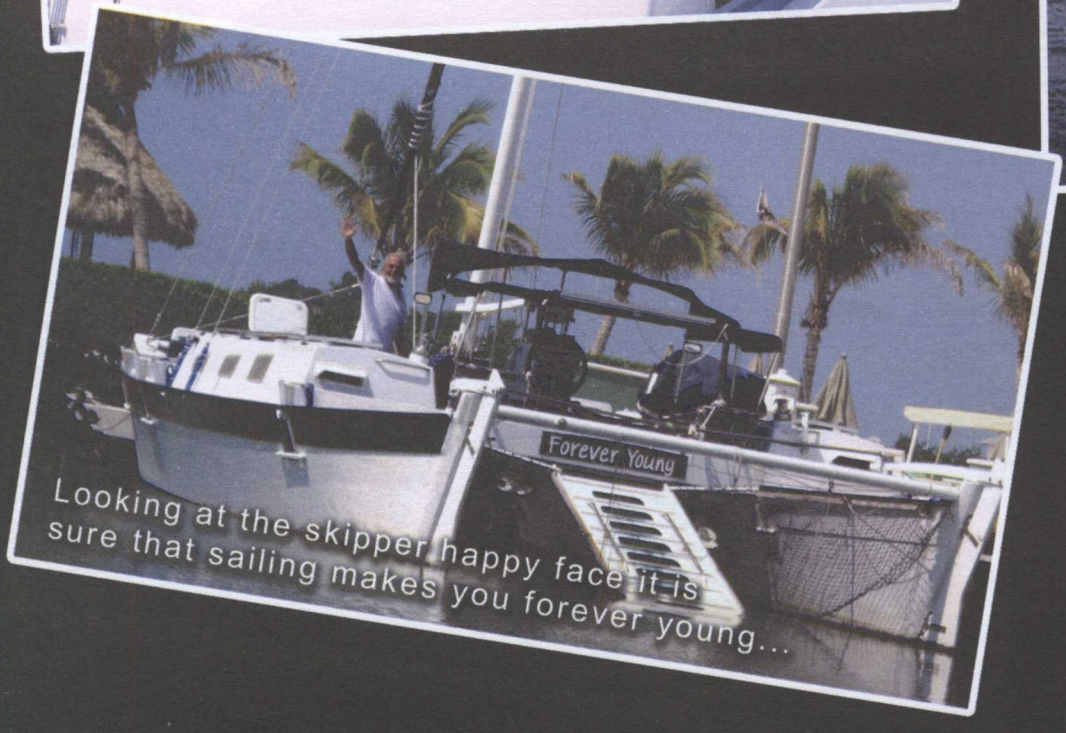


When the locals adopt the Mela

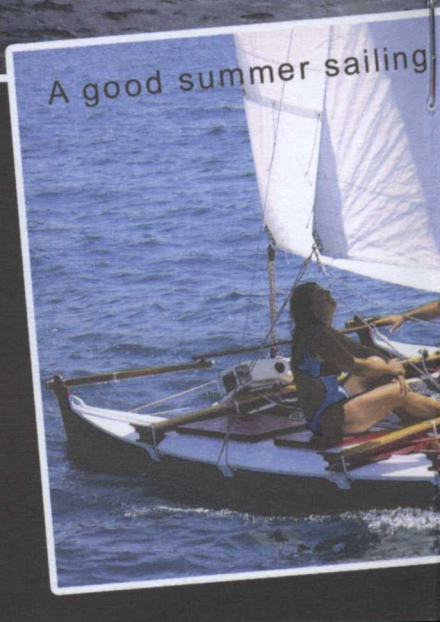


When James is giving a lecture
the audience is captivated (Mystic Seaport)

The Arik



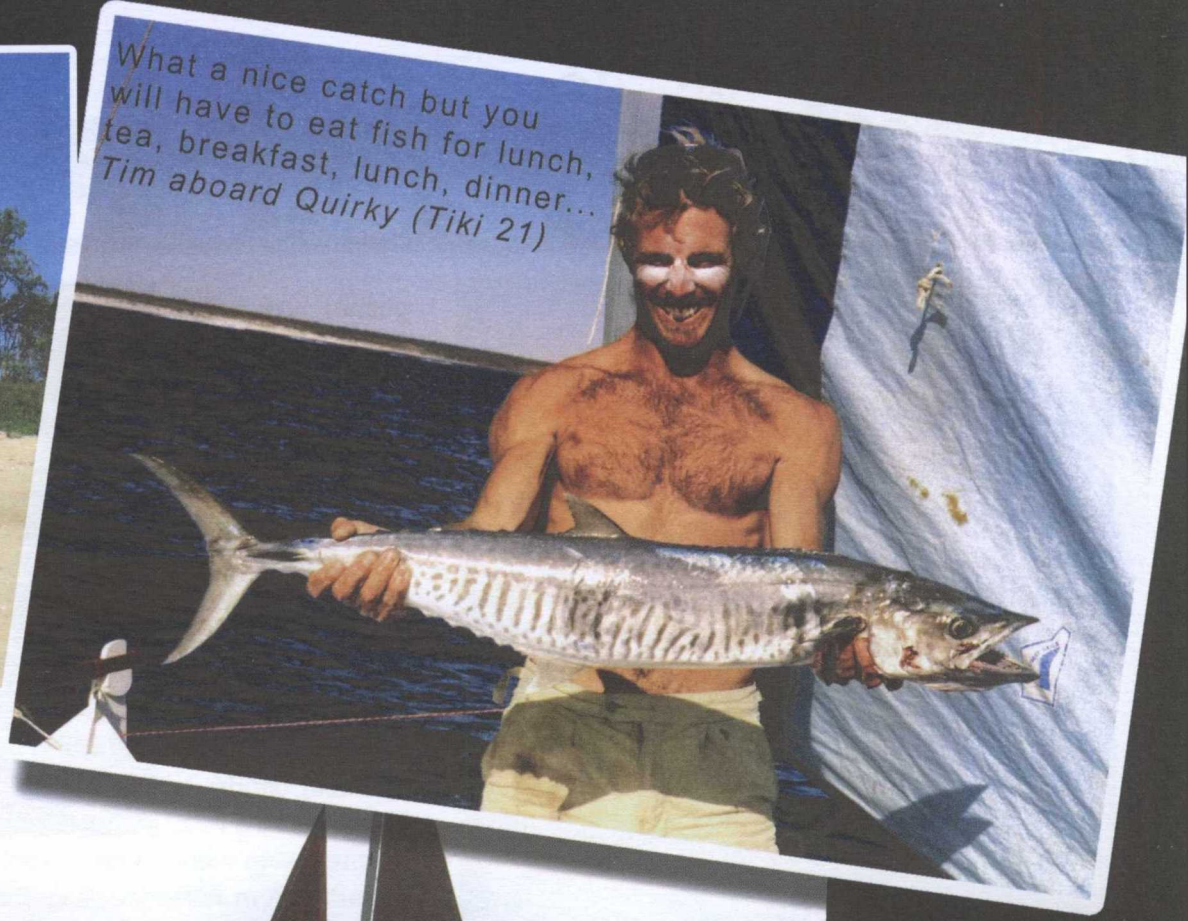
Looking at the skipper happy face it is
sure that sailing makes you forever young...



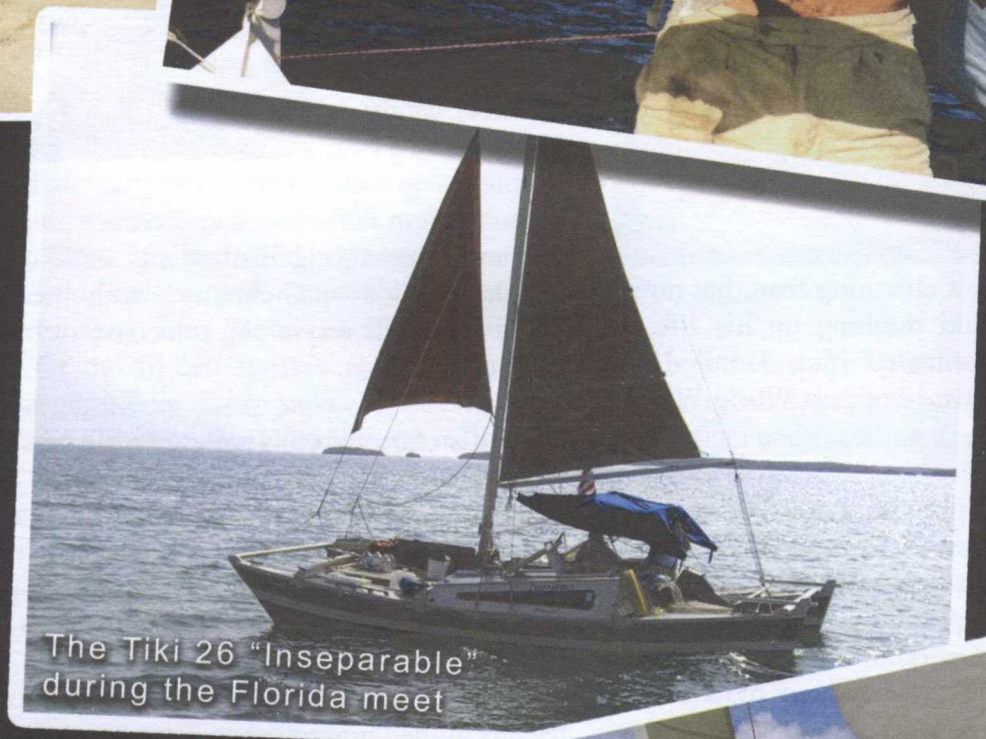
A good summer sailing

anesia.

What a nice catch but you will have to eat fish for lunch, tea, breakfast, lunch, dinner... Tim aboard Quirky (Tiki 21)

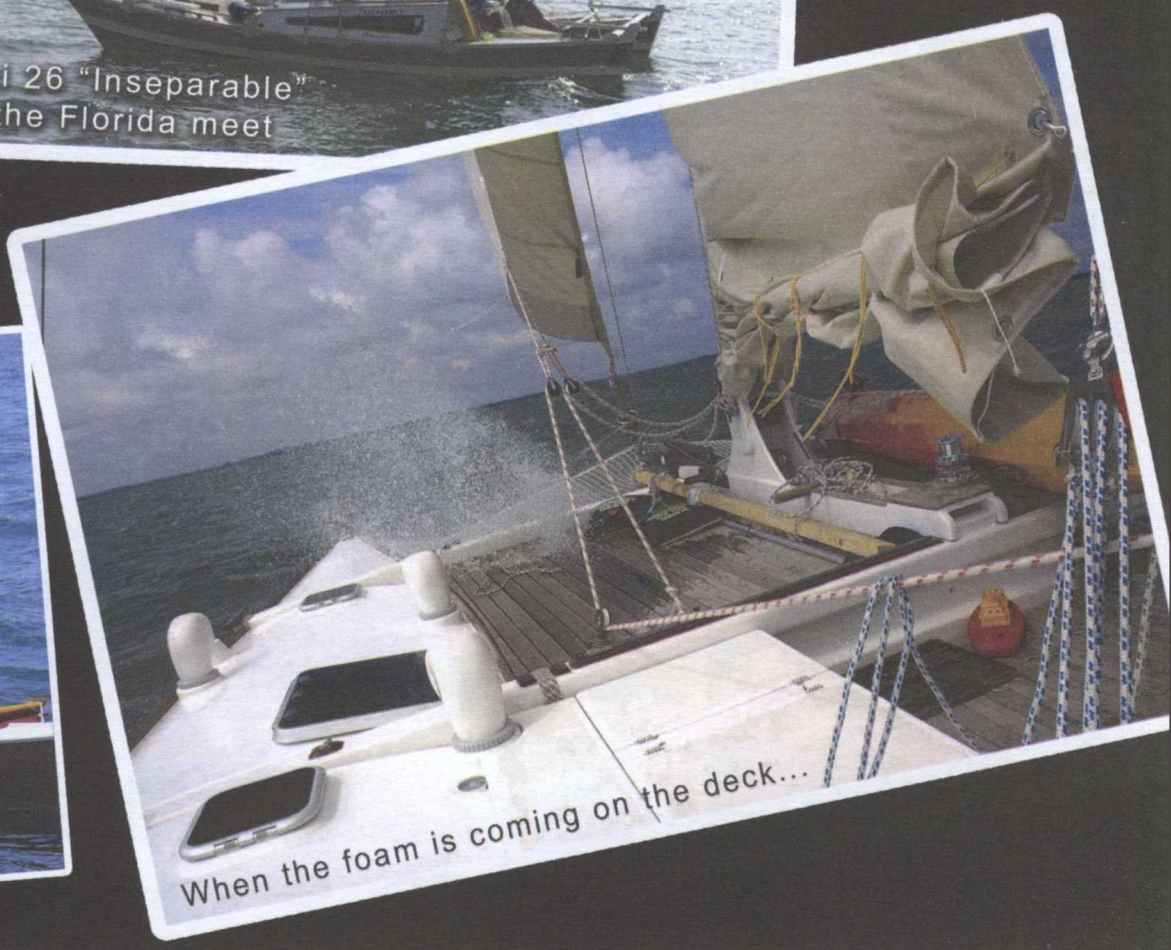


i Piggy



The Tiki 26 "Inseparable" during the Florida meet

party...(Hitia 17)



When the foam is coming on the deck...

News From Sea People

UK

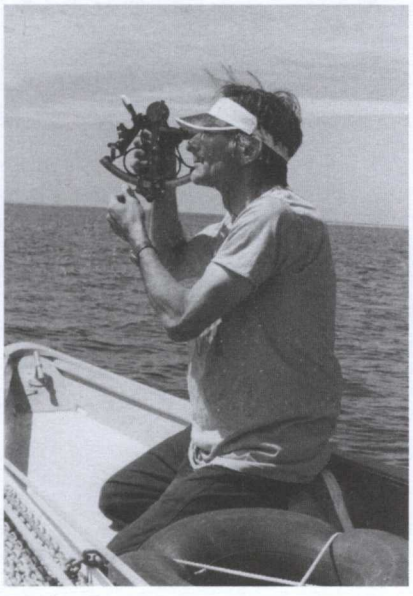
Ode to George Payne

For two days I have been re-reading George Payne's book 'Nine Boats, Nine Lives'. George died few months ago on 12th June. This writing could be called his obituary, but the word obituary sounds too final, I prefer it to be an Ode to his adventurous life.

George died at the age of 95 after a fall that broke his hip, which led to pneumonia and a quiet, gentle no-fuss end. I hope that my life ends in a similar way.

I always found George a charming man, but now, re-reading his book and thinking on his life, I must admit I underestimated him, I failed to realise his value in the world of post World War II yachting.

General bookshops display the books of the big sponsored sailing 'Heroes', who have raced across the oceans and according to some yachting commentators have 'inspired' the world of present day young sailors. George's book, published locally in the South West of Britain by a small publishing company, is at the other end of the scale, but in my opinion contains more inspiration and encouragement to get a boat and go sailing.



George lived during the 2nd World War when 'everyone' was expected to behave, when called upon, in the matters of life, death and self-sacrifice, as a 'Hero'.

Sailing for post-war people like George, was a chance to flow with and enjoy nature, no longer to be controlled by wartime personal restrictions and petty tyrants. Safety-discipline was self-discipline. Sea safety was common sense, combined with a practical study of tide tables, listening to and learning from radio weather forecasts, learning to use angle measuring instruments on a chart and simple applied mathematics, with which you could find your way along the coast, or out to sea and new lands.

George's entry into this sailing world was in 1960 when he bought, what at the time was called a 'pocket cruiser', a 21' plywood sailboat of a class called the 'Debutant' (designed by Robert Tucker). The Bristol Channel where George lived and learned to sail is one of the stormiest, foggy, strong tidal areas of Britain. By 1970 George wanted a bigger boat and some of his sailing friends guided him to me.

He told me he wanted a design that could win the BBC TV Race (a 19 Nm race from Barry on the South Wales coast). For George we designed the sleek hulled 36' Raka (Polynesian 'God of the Winds') and with it George won the 1971 Race (in a fleet of 103 yachts) at the end of her first summer of sailing.

After this he had the racing bug and gathered a crew of enthusiasts around him, including Ruth Wharram and ventured off-shore in some of the early Azores and English Channel Races.

George's racing philosophy is best understood by a story Ruth once told me and is described in the following quote from his book, which starts where

News From Sea People

George comes into Plymouth at the end of the very rough 1976 Crystal Trophy Race (Cowes – Cherbourg - Wolf Rock – Plymouth) and calls to his wife Joyce who meets him ashore:

"How have we done?"
"You're last", she replied scornfully and might have added under her breath, "even on handicap".
Alas how quickly can pride be punctured.
I should have been willing to accept the entire blame due to my wrong decision near Cherbourg (George had persuaded the navigator to make a course change) but, like a glib parliamentary candidate after a landslide defeat, began to prove we had scored a victory. For a start we had sailed further than anyone else to take part (From Watermouth in the Bristol Channel, round Lands End in a force 7). Then thirty yachts had stated their intention to compete yet only fifteen had crossed the start line. We were 50% successful already! Of the fifteen starters eight had retired with gear failure or crew sickness, so we were among the finishing seven. Pretty good really. We were in the top 25%. We did well chaps! Come and have a drink fellas! My crew did not comment that if the owner had kept his mouth shut we might have won!

George's final voyage on Raka was through the Mediterranean to Israel where he sold the boat to Yoaf Ktalav, who still owns her.

George then started gentler cruising on the French and English canals, which his wife Joyce enjoyed more than ocean sailing as she used to get sick.

Right till the end of his life George was active. Despite deteriorating macular disease, which made his vision very poor, he still enjoyed building his model railway and wrote bright, interesting letters (in very large print) as well as his book 'Nine Boats Nine Lives'. Initially he wrote it for his own pleasure and for his friends, but fortunately was persuaded to publish (in 2003), so we can all enjoy his fascinating memories.

I do not wish to get sentimental over George, but I now realise that though he was relatively unknown in the world of yachting, he was a typical representative of the enterprising men and women of modest means, who used common sense and practical skills to develop Britain's post war yachting.

James Wharram

News From Sea People

USA (1)

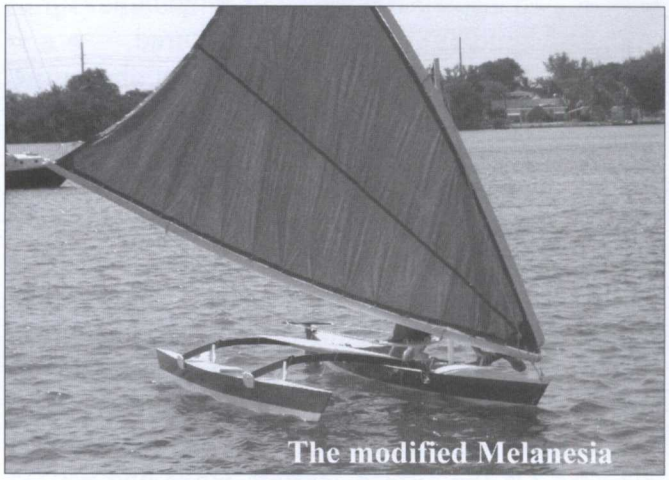
2008 FLORIDA SUMMER RENDEZVOUS

It is with great pleasure that I am reporting on this recent gathering of like-minded people. Not only was it a very enjoyable three day get-together but for me, it was a most enjoyable sail both ways to and from the fabulous Florida Keys. Of the many times I have made the trip through the years it was the only time that I had favorable winds and weather both ways and was able to sail the Atlantic ocean passage nearly the entire time. We were also able to stay off the ICW (Intra-coastal Waterway), with its many bridges, whenever I wished.

To add to the pleasure of the sail I had the company of Dale Kipp and my friend and neighbor Paul Gaeke. Neither of them had experienced sailing a catamaran. Even so Dale and his son Casey are in the early stages of building a Tiki 30! After the first 100 miles from Hobe Sound, since we would arrive early at Isla Morada, we rounded cape Florida through Stiltsville (a small stand of houses on stilts sitting in the middle of Biscayne Bay near Miami). We then sailed the more scenic route down Biscayne Bay and stayed inside the rest of the way to the Lorelei Restaurant and Marina in Isla Morada. Dan Kunz was there to greet us as his Tangaroa IV is at the wall inside the Lorelei Marina and his boat was the focal point of the meet on land.

Joe Thrasher was also there in the anchorage and Dan asked us to anchor near his 1980 modified

Tangaroa. Before long we were joined by Gil Grove and Annie, his lovely crew and faithful Freddy who protects Gil's 42' Narai. On Saturday I rafted up my Tiki 26 with them to provide an island focal point on the water and a landing spot for the dinghies and other small boats. This kept the anchorage busy for the next two days.



The modified Melanesia

Kevin Hutchinson came down from Stuart with his Melanesia which was built by Tom Miliano and was damaged while at my anchorage in Hobe Sound by hurricane Wilma in 2005. Kevin has restored and modified the outrigger canoe. He entertained us with his activities around the bay. We also enjoyed two sailing dinghies trucked down from Royal Palm Beach by Casey Kipp. The small boats kept a lot of us busy with our cameras and we all took turns sailing Dan's latest endeavour, the AERE' Inflatable Catamaran which he now has on the market. This boat is simple to assemble and packs into three small packages. The simplicity also extends to its use. Just set the sail, point and go. Everyone who sailed it was amazed at how safe and easy this beautiful little boat is to sail. Makes a great dinghy too.

We were pleased to have Col. Clark Grimsley, who sailed up from Big Pine Key with his fantastic Telstar 28 trimaran. With him was Doug Posey who has had some experience with a former Narai and is now into fixing up a Piver trimaran.

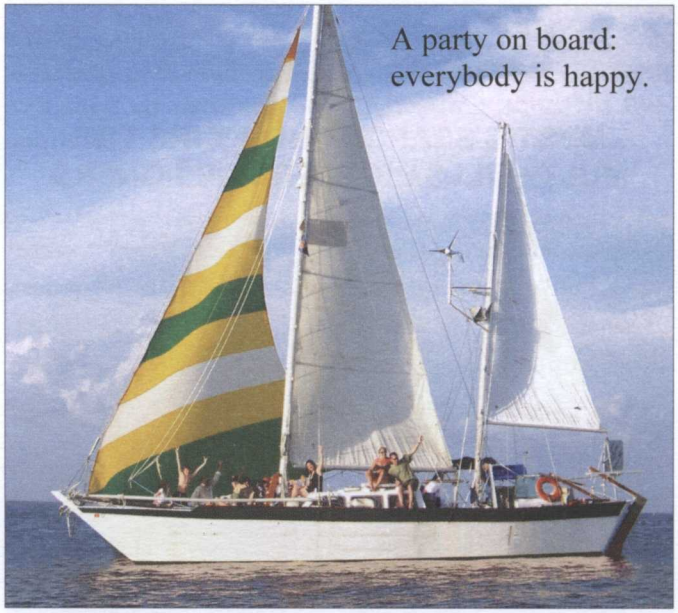
As usual there were some disappointments. One was that Hans Bortman had some problems (a dragging anchor nearly tore the motor pod off the

boat) on his first night out along the west coast of Florida on his Tiki 38 and had to return the boat. He has since bought a large spade anchor and that should certainly solve the dragging problem. However, he was able to drive down and meet with those who were anxious to see the Tiki 38. We will certainly see him next year. Darrel and John came from Texas to see a 38 which they are thinking of building. But they seemed to enjoy the time spent well enough to talk of coming to Hobe Sound for the winter Rendezvous. Another Tiki 38 is being built in the Florida Keys and may be ready by the time of our next Spring/Summer Rendezvous. A number of attendees drove from our Rendezvous site to see this Tiki 38 project during the event. We were all impressed.

We also had hoped to see the Tiki 30 being professionally built by 'Boatsmith' in Jupiter, Florida. Unfortunately it was not quite complete but David Haladay put a finish coat of paint on a skiff the night before and brought it and his wife and son. He also had a slide show of the Tiki 30 being built. This was shown Saturday night at the dinner at Lorelei under a beautiful moon at bay

side with Tiki torches at every table.

Among the forty some people that attended were Frazier Martin who has a Tiki 26 which he built. Frazier seldom misses a meet and we are always pleased to have him; Bob Jones who has a 51' Tehini partially built in Ohio that he hopes to sell as physical problems will prevent him from completing it. Dan's friend Jinty and Dale Kipp's



A party on board: everybody is happy.

Wife and daughter and Casey's wife also visited and had some new experiences with boats. Lets hope Dale and Casey's families enjoyed their introduction to the Florida Keys and Wharram boats as it will make the building of their Tiki 30 a lot easier.

To wind up the event we had a Saturday night moon light dinner. Dan, who promoted this meet and made the arrangements with the Lorelei Restaurant, welcomed the guests and presented some awards contributed by the PCA. Kevin Hutchinson received one for the best restoration of a Wharram boat and another for the best innovation for his modification of the ama mounting system for his Melanesia. --- Hans Bortman for having the most anticipated boat that didn't make it --- Darrell Hinson for having travelled the longest distance to see a boat that didn't make it --- and, then there was me…I won a burgee for being the oldest person to sail all the way to get there.

I personally want to thank you all for coming and hope to see many of you again at future meets such as our Winter Rendezvous in Hobe Sound, Florida. --- Dec. 5-7, 2008 where we expect to have three Tiki 46s. Bring your boat so we are not out numbered by the big guys!!! We will hold the Spring/Summer Rendezvous in the Keys again --- May 15-17, 2009. See you at both events!!

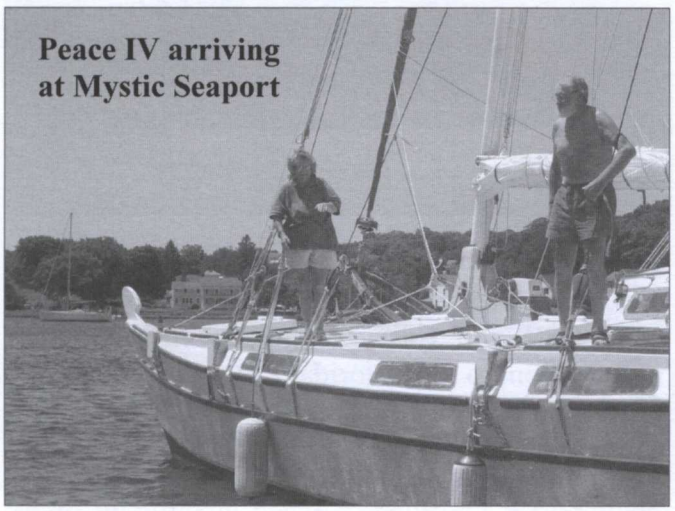
Report by Gene Perry

News From Sea People

USA (2)

MYSTIC SEAPORT HONOURS THE MULTIHULLS PIONEERS DESIGNERS

James Wharram and Hanneke Boon were weekend guests on Peace IV during the Wooden Boat Show at Mystic Seaport in Connecticut June 25, 26, and 27.



Peace IV arriving at Mystic Seaport

This gathering was to honour all the early multihull designers and James Wharram was among those receiving the tribute. Of course, the party is always on the big Wharrams, and this was no exception so Peace became the hangout for all the heroes during the weekend. It was fantastic for us to be constantly welcoming aboard Dick Newick, Jim Brown, Rudy Choy's son Barry, John Marples, and also Meade Gougeon from West Systems, among other notable heroes.

A nice bunch of pioneers

It was totally awesome and extremely amusing in the evenings when we heard one story after another from the past. Some folks wished a recording could have been made, but then they would not have told the whole story! James kept us in howls of laughter as did Barry Choy when he remembered Woody Brown's exploits. Often the talk became highly technical and that was spell binding.

James gave a formal talk on Saturday night about the earliest catamarans which have been carbon dated in the Pacific and reminded us that Pacific Islanders were building multihulls back in the Stone Age and making ocean crossings with them including windward passages.

The audience

There were also lovely slides including one of Peace. We had gone down to Mystic simply for the fun of it. Wooden boat shows are full to the brim with beautifully varnished gems of watercraft, so we had no illusions about simply finished Peace IV winning anything. We watched while prizes went to sail, power, rowed, and paddled craft in professional and amateur built and maintained categories. It was great seeing the happy faces of the winners of these prizes and we applauded while sharing their joy. But then the moderator spoke of one boat which was built by a couple with many innovations and clever systems. As he spoke on and on I wondered who he was speaking about. Then he held out the prize and called our names! We got the prize for outstanding innovations! Neville discovered that

two cans of Heineken fit neatly in the cup, so he drank it and felt pleased and mellow.

One notable visitor was Bill Pinkney who was the first Black man to sail around the world alone. Our other excitement was the crowds of people who came aboard to see Peace close up.

James said he did not expect so many Americans to have heard of him - I guess he never knew how popular he has always been here. One couple decided to buy plans for a Tiki 46! I guess it was love at first sight! You will be hearing from Mike and Mary Araujo shortly. They live in Rhode Island so they are neighbours in this tiny state and we can help them build the boat.

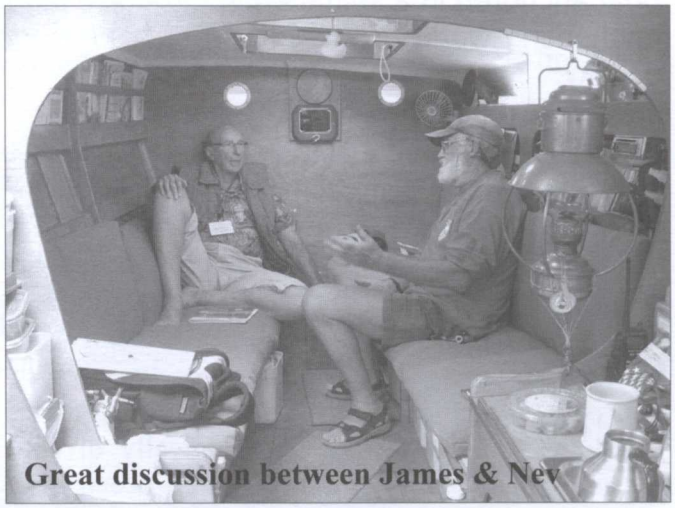
The professionally built Tiki 30

Another Wharram was on show in the gathering - a Tiki 30 which was professionally built in Florida by Dave Halladay of Boatsmith Inc.

I had a long and interesting discussion with Meade Geougeon about health problems working with West System glue. I said it was a conflict for us to admire so much his work in development of epoxy for boat building, but needing to go to his competitors for less toxic glue due to Neville's allergy. I learned that West has a new product out and we will soon have some. We will use some to build the Araujo's boat this summer. I will get back to you with the results.

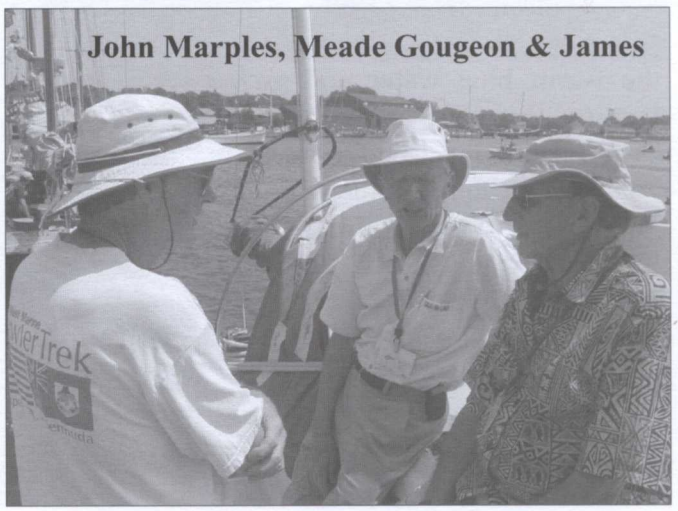
Nev is feeling some improvement with injections into his knees so our plans continue to be based on living aboard and cruising in Peace IV. Without needing surgery, we can enjoy New England cruising all summer before heading south in the autumn.

Love to All, Ann and Nev.



Great discussion between James & Nev

Many interested people on board of Peace IV



John Marples, Meade Gougeon & James

SAIL AND DIVING

Diving with an Environmental Purpose
Oceans Watch Team gets Reef Check Accredited

Sailors have long dreamt of a romantic paradise - dazzling white sand beaches caressed by waving palm trees and embraced by gently lapping waters all shades of blue and green; their boat anchored in a shimmering turquoise lagoon, the perfect platform from which to explore the enchanting world of the coral reef below - an underwater world alive with vibrant colour and activity.

Perfect as the picture sounds, all is not well in this captivating world and coral reefs need our help. Over 15% have been lost in the past decade and a further 30% are under severe threat. Anyone who has snorkelled or dived on a healthy coral reef will know how incredibly beautiful they are and what a fantastic variety of spectacularly colourful fish and other creatures inhabit their coral corners. They are the world's most biologically diverse marine systems and home to ¼ of all ocean fish; they provide livelihoods for their local human communities; act as a sensitive barometer for the health of our planet – in fact they play an important part in all of our lives.

This is why the 1st Oceans Watch team has just returned from a training session in the Kingdom of Tonga for Reef Check accreditation. The stunningly beautiful island of Foa in the Ha'apai Group was the setting for an intensive, but really fun week of learning to identify coral reef flora and fauna. Reef Check was established in 1997 and their survey techniques have been chosen by Oceans Watch as part of their marine conservation programme.

Studying in paradise has its advantages and after several hours pouring over pictures of fish we were able to slip into the warm blue water and go looking for the real thing. Tropical fish must be the most colourful creatures in the world – the attention to detail is unparalleled – with many juvenile fish having completely different colours and markings to the adults. With such intensive study in the 'classroom' we quickly started differentiating between hard and soft corals, butterfly fish and angel fish, coral bleaching and damage by the Crown of Thorns starfish, sponges and ascidians.

The actual Reef Check programme covered 4¼ days and our last dive consisted of surveying a 50m transect in about 6m of water. It was absolutely fascinating examining the reef life at close quarters with our newfound understanding of its biodiversity.

The Ha'apai Islands are a particularly unspoilt patch of paradise, but even so we discovered signs of the negative impact human activities, such as intensive fishing, reef walking, pollution and even careless divers and snorkelers, can have on a healthy reef system. The data collection is fun to do and offers sailors and divers a wonderful opportunity to dive with a purpose – to help preserve our coral reefs. Their health is assessed in a broad brush survey involving the collection of data on certain indicator species of fish, invertebrates and other organisms, together with information on coral types, damage and disease. This is fed back to Reef Check headquarters and goes towards the search for solutions to the crisis threatening them.

As a Reef Check accredited member of Oceans Watch you have the enviable opportunity to assist in data collection, either by joining an established Reef Check team, or by working with us to put a team together from your own boat.

Exclusive to Oceans Watch members, is the chance to get Reef Check trained in the Pacific in the absolutely awesome setting of the Ha'apai Islands, Tonga. Let us know if you're interested as we plan to organise a couple of training sessions this coming season.

Don't worry if you can't dive, because without any training at all you can still do something helpful. We can provide you with an underwater reef guide that will enable you to identify 52 different underwater creatures and just by snorkelling over the reef and duck diving down you can collect useful data. Another way to help is by using the simple coral health chart from Coral Watch, which you can take snorkelling or diving with you. Just by matching colour codes on the chart with coral colour and type and recording the results, you can contribute to a global database on coral health.

Oceans Watch links sailors and divers together with marine conservation projects, as well as forming partnerships with local island communities to work with them to find practical solutions to some of their most basic of problems.

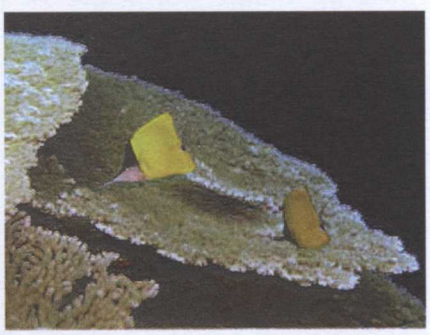
The Oceans Watch team stayed at Matafonua Lodge www.matafonua.com and used their lovely veranda-café as the perfect classroom.

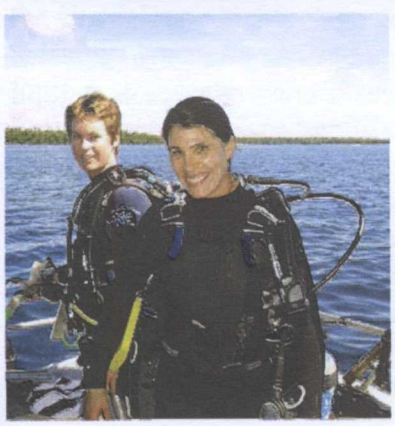
The Reef Check programme www.reefcheck.org was professionally delivered by trainer and Oceans Watch member, Jos Hill from Reef Check Australia, who worked long hours to get us up to speed on our identification.

Expert diving support and equipment was very kindly and efficiently given by Glen Edney of Happy Ha'apai Divers www.tonga-dive.com, also an Oceans Watch member and now certified as an Oceans Watch Reef Check trainer.

All Oceans Watch participants were self-financed.

www.oceanswatch.org





Tiki 30 how does she perform?

By Guenter Zimmermann / Austria

Together with my wife Gundi I built the Tiki 30 "Anna Sophia" and sailed her for nine years. In a series of articles I would like to share our experiences with people who want to choose a design for building and with those who build or who sail a Tiki 30.

When does a dream begin? In my case it was probably Christmas 1950. I was an elementary school boy in landlocked post-war Austria who had never seen the sea so far. The Christmas present from my mother was a book, the German translation of Thor Heyerdahl's "Kon Tiki".

At the end of the eighties an Austrian friend who lived in Barbados at that time introduced me to the principles of the catamaran designs of James Wharram. In 1993 I ordered the design book from Devoran. The Tiki concept fascinated me but Tiki 26 seemed too small for our plans and the design of Tiki 31 did not please us. When I wrote about this problem to Ruth Wharram in February 1994 she sent me the study plan of the Tiki 30, not included in the design book at this time. When I unfolded it I knew immediately this would be our boat.

Ruth also told me that their agent for the German speaking countries, Gerhard Bobretzky, lives in Vienna and to my great surprise I found that I was surrounded by a big group of Wharram builders and sailors here in eastern Austria. Meanwhile we are part of them for many years, found new friends and got valuable informations and advice through our building time.

We were among the first builders of the Tiki 30 in Europe with plan number 13. It took us 4 ½ years to build her and launch her in the north of the Adriatic Sea / Italy. One year before, I could retire at the age of 57. The name of the boat, Anna Sophia, is the name of our oldest granddaughter.

Now after sailing the boat for nine years over a distance of more than 16000 nautical miles, two Atlantic crossings included, I know that the Tiki 30 was the right decision. James Wharram called this design a "micro ocean cruiser". Although I was quite sceptic about this statement in the beginning we proved him right in the end.

Boat size

The Tiki 30 is an excellent compromise between building time (and building costs) and the possibility of sea voyages over long distances. Most people don't realize that building a boat is just a first step. Then you have to maintain her and this can become very time consuming and very expensive especially when you sail her in the tropics. Every meter you add to your boat length will enlarge your maintenance problems exponentially.

If you want to live on your boat for good you need a larger boat but if you divide your life between the boat and home as we did and if you are used to camping life there should be no problem. We usually spent half a year on "Anna Sophia" and half a year with our family. Our longest period on board was nine months.

Most crews for long-time sailing are two adults, usually couples. To my experience the combination of a man and his dog (which is quite common) is often endangered to be a crew of three, the third member being alcohol…

If you want to have guests on board two adults for two weeks are o.k. if you can assume you will get along with them nicely. If not it can be hell. One or two small children in addition are possible. Normally small children are less problematic than adults.

For longer distances a crew of three is a good solution as your time at night watch is shorter and your sleeping time longer. We sailed several distances below 1000 nm with our son-in-law Hannes, the longest leg being 900 nm and nine days from Lanzarote in the Canaries to Sal in the Cape Verde Islands. For ocean crossings (which means 2000 nm and more) the boat can only take a crew of two as you need a lot of provisions,

mainly water and fuel.

The Tiki 30 could sleep six. Each hull has a single bunk (under the fore deck) and a double bunk in the cabin. We use the single bunks for storage. When I first measured the width of the double bunk in the building plan I had a good laugh. It was 0.9 m. On a visit to the Wharrams in July 1995 I teased Hanneke with the comment that this bunk is a typical Wharram construction needing a lot of love. She laughed and said: "But you will see, it works, it works, it works!" Meanwhile Gundi and I have left the middle of our sixties behind us and still sleep together on this bunk. So I have to admit that Hanneke was right. The actual width of the double bunk is 1 m because of the mattress on top and the V-shaped hull.

Last not least a boat size just below 10 m has some legal advantages. "Anna Sophia" is now in Greece. Here you are not obliged to report to the port authorities when you enter a harbour with a boat below 10 m. That saves time and money.

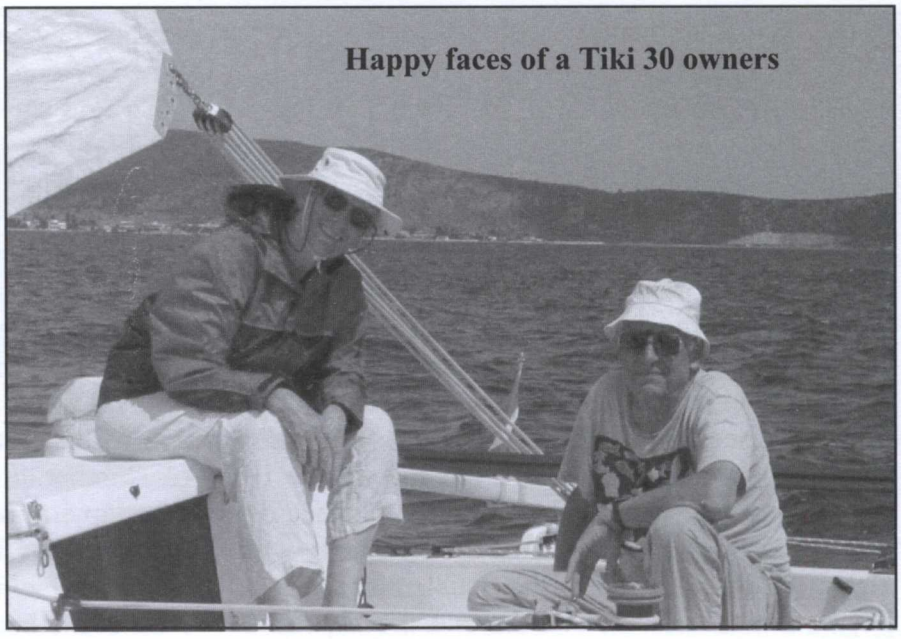
The hulls

To me the most important details of the hulls are the protruding bows. They are characteristic for the whole Tiki series. A protruding bow means shorter waterline and that means a smaller speed potential. What you gain is a huge increase in reserve buoyancy, an insurance against pitch poling, out at sea a life insurance! I remember only one moment of real fear during that nine years of sailing. It was on one of the first days of our first Atlantic crossing from the Island of Sao Nicolao in the Cape Verdes to Marie Galante in the Guadeloupe archipelago early in the morning. I was on the rudder. We had force 6 to 7 from NE and an old swell from NW and only a small part of the genoa out sailing on a reach and keeping the boat speed at 5 kn. Approximately every half hour a series of three or four high and steep waves overtook us. I looked back and saw one of these series approaching us. When the fourth wave came it was higher and steeper than any wave I had ever seen before. When "Anna Sophia" started surfing I expected we would capsize. Down in the trough both bows rose high up and we did not get any green water onto the foredecks. This is why I trust my boat.

This big reserve buoyancy is a great advantage of the Tikis over the Pahis. When there is a Wharram meeting on Lake Neusiedel near the border between Austria and Hungaria we are always invited when we are at home. A few years ago we attended such a meeting at the beginning of October. It was a dark and windy day with gusts up to force 7. Gundi and I sailed on different boats, both Tiki 26. As there were 10 boats out, enough to help a capsized crew, we did not reef. Next to my boat sailed a Pahi 26. Each time a gust hit us the bows of all the Tikis rose but the Pahi

Anna Sophia in Greece in June 2008

bows went down and started ploughing the mud as the lake is only 3 ft deep. At sea this would have meant capsizing over the bows.



Happy faces of a Tiki 30 owners

The Tiki 30 is not only seaworthy, she is also very seafriendly. The V-shape of the hulls in combination with the protruding bows makes the boat plunge into the seas rather smoothly, even in very rough seas. What happens on seaworthy boats when the movements paralyse the crew was tragically shown in the Fastnet disaster of 1979.

A typical feature of all Wharram catamarans is the lack of transoms. The positive effects are an increase of solidity in the stern areas and a simpler design. The drawback is an increased tendency to pitch. That means as much weight as possible has to be concentrated near the centre of gravity and the mast has to be as light weighted as possible mainly in the top area. The Tiki 30 is a long and light weighted design where this is extremely important.

To my knowledge the Tiki 30 is the biggest Wharram catamaran that can be built in "stitch and glue" technique, saving a lot of building time.

The Tiki 30 is built from okumé plywood. When you buy it make sure that you get pure okumé. There are lots of combined plywoods on the market where every second layer is cheap wood of minor quality. These combined brands are very often sold as okumé. Buying expensive marine plywood can save a lot of time. Using cheap brands means often to battle with curved sheets. Using 6 mm ply for the hull sides is fine but for the bulkheads I would recommend 10 mm (for the bulkheads 5 and 6 even 16 mm). 6mm bulkheads bend and you have to stiffen them somehow before you can glue them into place. The gain in stability justifies the extra weight.

According to the building instructions the parts of the hull sides are connected by buttstraps. If you have the possibility to shaft (scarf) them by all means do so! We used a special shafting tool from West Systems that can be mounted onto a handheld circular saw.

A crucial point when building the lower part of the hulls (from lower hull sides, keels and bulkheads) is the bending of the hull sides into shape in the stern areas. It has to be done in many small steps as the ply comes under heavy stress. Using a whole day for this procedure would be advisable. When we had to do this job I remembered a statement of James Wharram: "Don't force the ply. Persuade it." Did he mean the persuasion of the Spanish inquisition?

When the boat is launched don't forget to secure the stern hatches with a cord to limit the opening angle. In our first night at anchor a thunderstorm woke us up at 2 a.m. Still half asleep I opened the starboard hatch. The wind blew it off my hand and broke the connection to the cabin roof. Luckily I could grab it before it was blown away.

The designers calculated a draft of 0.64 m. We estimated a draft of 0.80 m for the loaded boat in the Atlantic. In the Mediterranean it is a little less because of the higher salt content of the water. This is much more than the draft of the smaller Tikis or the Tiki 31. The reason is the keel construction of the Tiki 30. I could not tell if these keels really cause a better windward performance but they add a lot of solidity to the bottom of the boat. Especially in tidal waters where the boat can fall dry this is a big advantage.

to be continued in the next issue...

Antiques Shop

For finishing to celebrate the 40 years of the PCA, Nico Boon *(the PCA historian)* gives away to us the last chapter of the chronicles of Anuanua wrote by the late Ken Patterson in 1969. For sure this will remind some of you of some beginners rough times…

1. In the year that Jim did launch the ship Tehini, from a place high and lifted up, behold Ken did put to sea in Anuanua once more

2. On board were two sailors, by name Derek and Ken, as well as many maidens of divers ages. Now Derek and Max did both have beards and were therefore real sailors.

3. Because of this and the exploits of Derek and Max below the sea in the mighty submarine Polaris, did Ken determine to do all things well.

4. However, this was not to be, and Ken did sail the Anuanua with great alacrity onto the shore.

5. By dint of much pulling of ropes and with the direction of Jim, (who hurled advice in a loud voice across from the mighty Tehini), was Anuanua turned towards the sea.

6. Thereupon did the sun shine and the wind fell to naught. All therefore did lye about the deck as dead men, or did stuff themselves with the food which the maidens did supply. And one there was who did eat the skin of a banana so that none should slip thereon.

7. But soon the wind arose and the rain came and the waves did toss Anuanua about. Then did the faces of some become a strange green and they did move towards the sides of the boat.

8. Then did Ken set course for a place where the sea was narrow between the Isle of Anglesey and the great rock Puffin. The wind was favourable, and the waters parted and with the streaming wake did the shippe fly towards the passage.

9. Then did those aboard sight a great and mighty barge of vast proportions which pulled out from the shore and did make the same course as Anuanua.

10. Then there was great alarm for it did appear that the great barge would all but fill the passage at the same time as Ken would pass through it. Ken did fear to show terror lest the sailors did think he had the heart of a small hen, and he did press on, grasping the tiller in a vice-like grip.

11. All aboard did hold their breath as Anuanua sped before the wind and came alongside the great barge, even between the lighthouse and the clanging ball which marked the narrows, and she did well nigh scrape the rocks which are the dangers of that place.

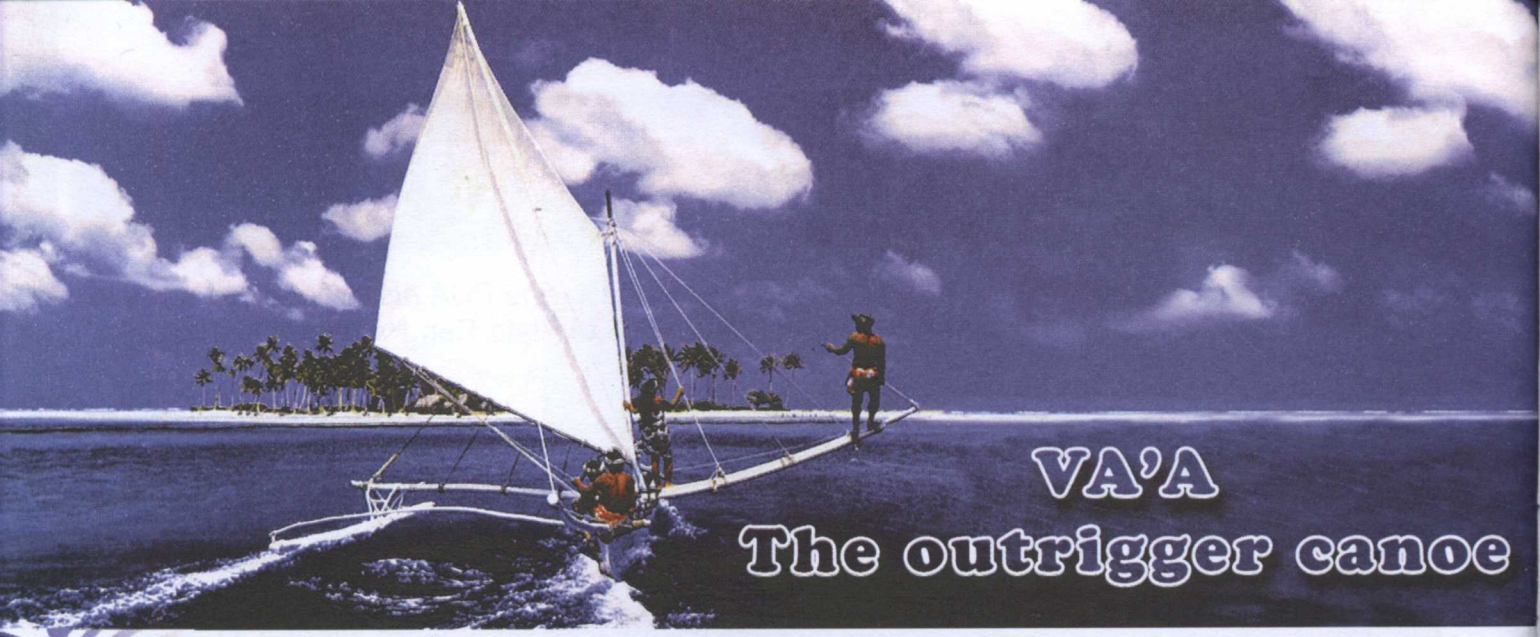
12. Such was her speed that she soon did pass the danger and ploughed on to the still waters and calm seas which did lie beyond.

13. Then there was much rejoicing, and the green faces did once again turn pink.

14. But behold the dangers of the voyage were not yet done, and the wind did go away again and a fog did rise on the face of the waters. The land did melt away in the vapours and none could be seen.

15. However, by the skills taught by Jim did all return safely to the haven and Anuanua……

(Here the chronicles become undecipherable and there appear stains as of tears on the ancient parchment. It is believed that one of the sailors, even one with a beard, took away Anuanua and the chronicles ceased.)



VA'A
The outrigger canoe

In the common vision of the Polynesia there is the outrigger canoe but nowadays this particular craft is disappearing. Maybe it is time to build some new ones to save the pleasure of navigating on those beautiful dragonflies...

They are only three or four still navigating, most of the time for the pleasure of some rich clients staying in those so called Polynesian hotels (the ones with the houses on stilts) which are to the Polynesian house what the palace hotel is to your personal house…

By the mid 70's they were several tens to fight in week-end regattas in almost all the French Polynesia islands. They were real battles in which the honour of each island was engaged. Today some of those battle ships are used as plant pot in the hotels entrance. A real shame for the Polynesian culture.

In 2004 a Tahitian guy named Teirii had the idea to build a modern sailing Va'a (the Tahitian word for canoe). He got an old rig from a sailing dinghy and place it on a hull that he built himself. As for the rest he had just to build a single outrigger and go to sail.

The hull was built in plastic, the rig and the poles are in aluminium, the outrigger only is still in wood and the sail is made of modern dacron but the spirit is saved.

Traditionally the Vee hull was made from a dug trunk. The outrigger was made from a simple log just made slimmer on the fore end. The main boom was a square beam lashed to the hull and attached to the outrigger by some lashed stanchions. The aft beam was just a soft branch which was acting as a spring (a sort of shock absorber) with the boat movements.

The sail was a single sprit sail very similar to the one of an Optimist dinghy… A paddle was used as rudder.

The navigation was equally done with the outrigger on the leeward or the windward side. The crew was used to make the balance.

As you can see this outrigger canoe was very simple in its construction as in its use. To make more simple is almost impossible unless you use a trunk rigged with a coconut palm leaf… Nevertheless speed was so much high that the first discovers (as Cook) of those islands were amazed by the outrigger canoes making rounds around their big and heavy ships...

For us, Wharram addicts, it would be very simple to build one of those Tahitian Va'a by using an old spare hull of an 14' or 17' Hitia, or even an older hull of a 15' Maui, rigged with a Wharram wing sail with its sleeved luff…

You can also build a Tahitian Wayfarer, but the idea there is to recycle the old boats that you might have in your backyards...

The idea is there, now it is up to you…

Rémy Roy

The first modern Va'a built in Tahiti by Teirii.

FROM THE STARBOARD HULL

The sailing history is so linked with the rum history to the point that it is almost impossible to say if it is the sailor who has invented the rum or if it is the rum which has created the sailor legend... Whatever the real history has been I don't know any real sailor who says that he never drunk a glass (or a bottle) of rum and there is no good sailboat without any bottle of rum aboard... According to that here are some recipes of good punches for drinking at the sunset time ... Cheers!

The Takeoff:
In the French Caribbean islands it is called takeoff each punch that the fishermen drink very early in the morning before to go at sea.
It is the simplest punch to make:
In a glass, put one tablespoon of caster cane sugar and add as much rum as you want. Mix everything together and drink straight! Waaahhhooooo!!!!

Planter Punch:
In a glass:
1 and a half tablespoon of caster cane sugar, or one third of cane sugar syrup.
1 third of white rum.
1 fresh lime juice (for the last third).
Mix, add ice cubes and drink it fresh.

Coconut punch:
In a glass mix in proportions you like (half and half or 1 third - 2 thirds) coconut milk (the real one you make yourself or buy in bottle) and white rum. Mix and drink it.
If you want you can add a bit of condensed milk to make it more creamy.
Note that this punch can be equally drunk fresh with ice cubes or lukewarm.

Pinã Colada:
In a glass:
1 third of fresh pineapple juice
1 third of coconut milk
1 third of white rum
Add some cane sugar to your taste, some ice, mix everything and drink it very fresh.

As for the coconut punch you can add some condensed milk to make it more creamy.

Mojito: (see the picture)
The one which have been celebrated by the famous Ernest Hemingway.
In a great glass:
Fill the bottom with two or three tablespoon of caster cane sugar (more if you want).
Crush on it few leaves of mint and two slices of lime
Fill the glass up to the third with sparkling water
Fill the rest of the glass with white rum but let enough space to put some crushed ice in it.
Mix everything together and drink it very very fresh.

White rum and old rum

Usually the white rum is the one which is just distilled. It is called white rum (or agricultural) because of its clear color.
Old rum is normally a label for the rum which is at least three years old aged in oak barrels. This rum is the best one and the purists say that it might not be used in cocktails but just tasted pure as a great wine.
You must know that more older is the rum more brown it is and less alcoholic it is. A white rum is regularly around 70% of alcohol as an old rum (30 years old) is under 40%. The taste is more sweeter.
Between those two rums it exists an industrial rum which is made usually in other places than the islands. This rum is a blend of different qualities of rums in which water is added to lower its alcohol rate. Caramel could be also added for giving to it the appearance of an old rum.

LETTERS... LETTERS... LETTERS... LETTERS... LETTERS... LETTERS... LETTERS... LETTERS... LETTERS...

Do send us letters and postcards, emails, telegrams and porpoise post.
It's good to hear how things are going in your part of the world, and to share your concerns.

Hi,

The Guru Cometh! Quick! Break out the paint and brushes!!!

James and Hanneke, Dick Newick, Jim Brown, and a few others are being given a tribute at the Wooden Boat Show near here in Mystic Seaport Museum in Mystic, Connecticut. Peace IV has been asked to be there over the last weekend in June. We just got back from our wintering in Bahamas having picked up a brand new fore main on the way through Norfolk, Virginia to go with the new main last year and the new jib the year before. We also had a friend sew new galley locker curtains, and are now sprucing up generally with new cushions in the galley too. We got another gallon of deck paint, fetched a gallon of top side paint from John's house, and opened a fresh can of Cetol. Nev drives the sander and I drive the three paint brushes, and all that chipped and worn paint is getting freshened up. With all the living aboard and sailing we do, it is much needed.

Nev had some serious health issues last year and we nearly sold Peace IV, but now the neuro issues are behind us and not likely to happen again and the bone doctor tells us Nev does not need surgery and he has reduced the knee pain already with just the beginning of a series of injections directly into the knee. Nev is now taking only a fraction of the pain pills he used to need.

We had a friend install modern ball bearing halyard blocks from Garhauer while we were in Norfolk so the new main sails seem to fly up at the beginning of the day and fall easily when we furl them. These blocks cost about a third of what other blocks cost and are made better too. See the web site by Googling in Garhauer Marine. Nev fitted Garhauer's main sheet traveller and now I can trim the main with one weak old lady's hand. So if you are thinking that you are getting too old for sailing, check in with the bone doctor, the neuro guy, and Garhauer Marine and perhaps you will gain a few more years out there cruising.

Another thing about those new sails, James and Hanneke won't like them. After struggling with the luff pocket for 5 years, we gave up on that concept when the foresail zipper broke and we had it recut for rope lacing. That has been excellent. There is no more halyard chafe of the sail, the rope never binds in wet and windy conditions, and it seems to be just as fast as before (not that we cruisers would care all that much). But our multihulls race friends took over Peace IV near Sandy Hook, New Jersey and made her fairly "sit up and beg" in their speed trials even with the rope lacings. Jacques Pierret is building a Tiki 38 at Sandy Hook and his identical twin brother was visiting from France along with two boat friends. They are all boat builders and racers of multihulls, so they were eager to see what a finished Wharram could do. We had light air and the day was filled with magic as they continually tweaked the sails and we headed out into the ocean, back into Raritan Bay, and watched the New York skyline glide past. They were all impressed as Peace IV tacked easily, reached 9 knots, plowed through Atlantic chop, and looked pretty on that sunny day. Jacques will join us for the Great Chesapeake Bay Schooner Race in the Autumn from Baltimore, Maryland to Portsmouth, Virginia in October. It will be good fun even though Peace plans to retire before the race begins in order to avoid having to pay race insurance costs. We will start after the other boats and simply sail in company so we can be with all the other schooners socially and compare rigging etc. We will try to sail efficiently but not like crazy. "Just there for the beer!"

Love, Ann and Nev (Peace IV)

I have just received the flowing e-mail concerning Timmy and Anna aboard Quirky:

"Relatively safe and sound in Bali after a horror trip from Dampier (WA), very windy and rough for 650 miles and 6 days, the last 70 miles being the only sedate days..... Quirky's refit held up to 8 metre waves and 30 knots plus, luckily we have just made a new storm jib.....very glad to have a full moon to dodge the peaky crossed up breaking waves....having a break from the sea for a week. 3rd July 2008"

Dave Jones (Dad)

Ed: Nice to get some news from Quirky which have featured in the Sea People 70. See the pictures they have sent to us on the back cover & in the central color pages.

Ditty Bag Ditty Bag Ditty Bag

Free advertising in the Ditty Bag for all PCA members. Boats, Plans, or bits and pieces For Sale or Wanted. Offer or seek services as captain, crew, cook, bottle washer or bottom scrubber.
****** Ditty Bag ads will run automatically for 2 issues*** *(to give other members space). If you sale, let us know and we'll pull the 2nd ad. Also please contact us if a 3rd ad is needed.*

FOR SALE

For Sale: **Tangaroa Mk 1 S**

Hulls /decks very strongly built marine ply, cascover sheathed. Some rot under two beam mountings. Main cabin tops unsheathed and have some rot in ends. Rear sleeping cabin tops are sound, raised giving comfortable sitting headroom. Yamaha 9.9 outboard between hulls in box under centre cockpit. Alloy mast, roller reefing genoa, stainless rigging, bow walkway and foredeck replaced, centre cockpit & wheel steering. 45 lb CQR + 51 ft of 3/8 chain and small Danforth + some ¼ chain. Fenders and lots of rope.
A very comfortable boat. Needs TLC which due to age and health I can no longer give (need smaller! Hinamoa or Tane, or similar.) Price for boat £3800 or near offering 01208 8146228 ansaphone. Speak slow and clear please. Address in yearbook .
Peter Green

Tangaroa Mk1. Builder N° 413.

Unfinished project, had to stop work on it due to ill health. 3/8 marine plywood, Wessex resin sheated. All chains and ropes, Jeckells sails, sprit ketch rig. Cross beams and mounting brackets. Includes 35lb plough anchor, 30lb fishermans anchor and rudders. Also, galley fillings, Flavel Radford with burner and grill, and copper bot, enough for all. Polytunnel also available. Many extras accumulated over the year and unfortunately some deterioration.
Please contact: 01873 850 600
David Greenwood

Pahi 42 for sale:

I wanted to build a Captain Cook (pahi 42) and sail her to Australia and New Zealand. Before I started to build I believed it would take me 1.5 - 2 years to have her in the water, but it took me 10 years. I lived on the boat for several years. About two years ago I moved in to a flat and was unable to keep up with the maintenance. At the age of 71 I now need to sell her, and like to get an offer. This is a opportunity for some one who can use his hands, for she has to go, I ask 30.000 euro, but she shall have to go for less if I can't get that.
I can be contacted by phone 31 0320 880380,
or e-mail sundower@wanadoo.nl
the Sundowner is at Lelystad in the Netherlands.
Gerard Janssen

Ditty Bag Ditty Bag Ditty Bag

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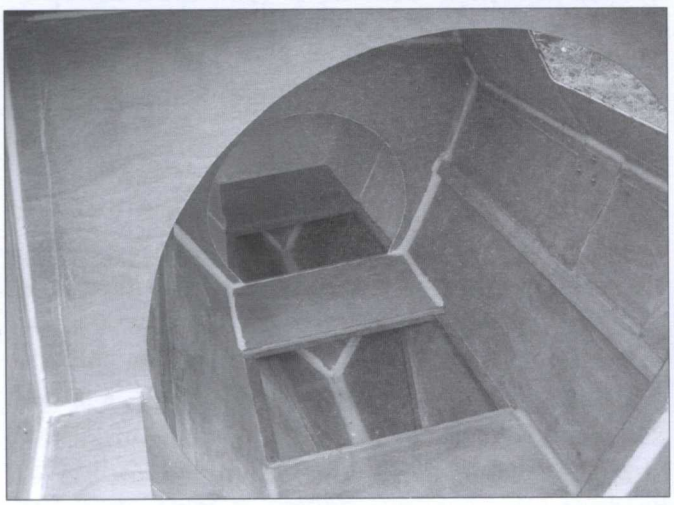
FOR SALE



Tiki 26 unfinished project.

It is always sad when an interesting and absorbing project comes to an end, even more so when the end is not reached due to external factors. This is the situation I find myself in, I bought a set of Tiki 26 plans three years ago, purchased top quality materials from Robbins Timber and to date have completed one hull up to the point where it needs a final sanding and then painting.

The hull has 8mm Perspex windows fastened with interscrews. Both hatches are covered in fibreglass and have 316 stainless steel hasps and staples for security, with the fore deck hatch on hinges and the main hatch on bronze sail slides. The keel has a 25mm x 5mm stainless steel strip for protection. The rudder is complete but not fixed, fastening points have been cut with a router and filled with resin and wood flour for water tightness.

This hull is on a dolly *(see picture on the right)* having solid rubber tyres on a 25mm 316 stainless steel axel rod, it is a rugged unit built in 25mm plywood for longevity.

The hull is being offered for sale along with materials for the other hull and most of the rest of the boat (I didn't buy the lumber for the mast at this stage) and you will require more resin and maybe a bit more glass cloth.

This sale represents a chance for the new owner to get a head start in the construction of a Tiki 26 and purchase the materials at cheaper prices than you could source them at today's prices, when purchased the Okume Marine ply cost £953 and the Douglas Fir and sapele lumber cost £757. I worked on the basis that 200 miles off shore in a

gale was not the best time to worry about the quality of materials or workmanship.

I found that it took a lot of time to source the materials which cost £3785 and I have receipts for this amount which you will need to prove that the boat is VAT paid. If you already have some ply or timber I am willing to keep it and reduce the price. Make me an offer.

Contact me on 07976 209028.

Mike Machnicki.

Ditty bag is now available online via the PCA Forum see website for details www.pca-seapeople.org
If you want to add a picture or an add to the online ditty bag please send to pcapix@pca-seapeople.org

The Sea People SUBSCRIPTION FORM & PCA MEMBERSHIP			
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1 year - 3 or 4 issues Includes 1 year of PCA membership P & P included		£ 20	

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	Qty	Unit Price	**TOTAL**
Single back issue of *The Sea People.*		£ 3.75 each	
BUY IN BULK - **5 to 9 issues.**		£ 3.25 each	
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ITEMS ORDER				
		Qty	Unit Price	**TOTAL**
Red Burgee	Double thickness, printed logo both sides		£12 each + P & P	
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Tee Shirt (Sizes S to XXXL) (short sleeves)	Colours: W, N, A, NB, Bk, BG, Bl, SB, S, Z, K, OG, R, Bg, DNB		£12 each + P & P	
Tee Shirt (Sizes M to XXXL) (long sleeves, light material)	Colours: W, NB, Bk, R, DNB, GR		£13 each + P & P	
Tee Shirt (Sizes S to XXXL) (long sleeves, heavy material)	Colours: W, NB, Bk, Bl, R, DNB, G, O		£14 each + P & P	
Polo tennis (collar + buttons) (Sizes S to XXXL)	Colours: W, NB, Bk, Bl, R, DNB, BG, Bg, H, O		£15 each + P & P	
Sweatshirt (Sizes S to XXXL)	Colours: W, NB, Bk, Bl, R, DNB, BG, Bg, H, O, SB, GR, P, EG, Kg		£16 each + P & P	

** for XXL & XXXL sizes, please add 0.50£ per item

Colours: W= white, N= natural, A= ash, NB= navy blue, Bk= black, BG= bottle green, Bl= royal blue, Sb= sky blue, S= sunflower, Z= zinc, K= khaki, OG= olive green, R= red, Bg= burgondy, DNB= deep navy blue, G= gold, GR= grey, O= orange, H= heather, P= purple, EG= emerald green, KG= kelly green

PACKING & POSTAGE		**TOTAL**
Burgee : UK: £ 0.75 Europe: £ 1.40 World: £ 1.75		
Clothing items: UK: £ 2.50 first item, £ 2.00 each extra item **Europe airmail: £ 3.00 per item** **World airmail: £ 5.00 per item**		
Credits cards we can accept are Visa & MasterCard		
Payment with order in Sterling cheques (or credit card) as priced above. Please **add** equivalent of **£5** if non-sterling cheque for our currency conversion costs.	**TOTAL AMOUNT:**	

Your Name (as shown on credit card): ..... First Name: .....

(In case of credit card payment): Card Number: ..... Card expiry date: ...../200....

Your Address: .....

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Post this to: **PCA Office, 118 Howeth Road, Bournemouth, BH10 5NS, United Kingdom**
Or contact the secretary for alternatives ways of paying or supplying car details to the office
+44 (0) 1202 531445 or email Secretary@pca-seapeople.org or PCA@sea-people.org
Please give us phone number, email adresses, etc. to help the office and other PCA members to contact you

23rd Sep 2008 Following is the up to date list of changes to member's information since the 2007 yearbook went to print.
Name "Address" "Contacts" "Boatinfo" Contacts (HomePhone,Mobile,Fax,E-Mail)
BoatInfo (Type,IPBRS,SailNumber,Name) I=Interest,P=Plans,B=Build,R=Restore/Rebuild,S=Sail

MEMBER'S WEBSITES www.arrakis.es/~javierbac/barco/ - Javier Bacelar www.dihobi.de - Dirk Horstmann www.jojo.at - Josef Mayer www.kanaloa.de.vu - Peter Wilmsen www.Tiki46.com - Clifton Thompson www.marwynandjohn.org.uk - John Cooke www.gleda.org – Neil Hawkesford www.multihull.nl - Allan Veth http://web.mac.com/mobeyprod - Beat Rettenmund www.taheke.fr – promoting solar cookers www.oceanswatch.org - Chris Bone www.saltytunes.com - Christian Feuchtner

Australia

New member	Brauer Errol & Ms Elizabeth Williams	"2 Dowse Court,Coogee Beach,Western Australia,6166" "08 9418 1936,0429 674451,,errolbrauer@hotmail.com Elizabeth.Williams@hotmail.com" "Tiki46,I"
New member	Evans Thom	"Lot 5,Mafeking Road,Goonengerry,New South Wales,2480" "0266 849345,,, thomevans@linuxmail.org" "Tiki21,S,,Peregrine"
Changed	Lloyd-Parker Simon	"33 Kangaroo Avenue,Bongaree,Bribie Island,4507,Queensland"
Changed	Sewell Rob	change boat info "Tiki30,S,102,ScatCat"
Changed	Warsop Philip	"RMB 1440,Creswick,Victoria,3363"
Changed	Wilkie John	add boat name "Illusions"
Changed	Witte Bart	Boat name is "Double Dutch Two" Hoping to launch April 26,2008

Austria

Renewed	Bobretzky Gerhard	"Flotowgasse 22/10/3,Wien,A-1190" "+43 13 202285,,+43 13 202285, Wharram-austria-bobretzky@utanet.at" "Tane,S,,Tane"
Changed	Dotzauer Manfred	add email m.dotzauer@eunet.at Sail number is 200

Belgium

Invite	Marien Fons	Invites members passing through to stop over

Canada

Changed	Budden Harry	change email to harry.budden{@gmail.com

China

Changed	Hindmarch Torgard	moved from S Korea to Oltmann Site office, Zhejiang Shipbuilding Co Ltd, 69 Jiang Nan Road, Ningbo, 315040, P.R. China

Denmark

Changed	Olsen John Henrik	change mob phone +45 607 59293

Finland

Changed	Best-Dunkley Andy	delete home phone, add mobile phone +358 50 5985239

France

Changed	Bines Paul	add email bines.paul@club-internet.fr
Changed	Borde Claude	"12 Rue Bellevue,Saint Prouant,F85110" "0251 633065,0683 453429,0251 633065, borde.claude@wanadoo.fr" "Tiki28,S,,Leonardo"

Germany

Changed	Feuchtner Christian	new email address mail@saltytunes.com
Changed	Glaser Albin	add email albinglaser@web.de
Changed	Titze Edeltraud	add email edeltraud.titze@gmx.de
New member	Weber Wolfgang	"Haupstrasse 25,Zeitlarn,93197" ",,,wolfgang@eledrendrell.de" "None,,,"
Changed	Wirth Stefan	"Am Taubenberg 10,Mayen,56727"

India

New member	Shah Rajen P	"Ami,2 Umra Police Lane,Athwalines,Surat,Gujarat,395007" "+91 261 669055, +91 9824 028349,+91 2612 344502,rajenpshah@hotmail.com" "Tiki30,I"

Ireland

New member	Joyce Dermot	"9 Market Street,Market Square,Rathdrum,Co Wicklow" ", 082 002 0996,,dermot_joyce@yahoo.co.uk" "Pahi31,P,213,"
Changed	Whyte David	change email to dpwhyte@gmail.com

New Zealand

Changed	Brazier Don	"63 Pohutukawa Avenue,Shelly Park,Manukau,2014"
New member	Padbury Sam Philip	"Po box 471,Keri Keri,North Island,0470" "06421 669183,,,ruru192000@yahoo.com" "Tiki21,S,,ruru Tiki46,B"

South Africa

New member	Hardwicke Dan	"Po Box 21597,Tamboerskloof,Cape Town,8008" "+27 84 491 1128,,,info@craftoverlays.co.za" "Hitia14,S Tiki21,S Tiki38,P,111"

Switzerland

Changed	Baumann Francis	add mobile phone +41 76 232 2166
Changed	Ganz Dan	change email to danganz@bluemail.ch

UK Channel Isles

Changed	Yettram Dave	change boat info "Tiki30,S,,Moku"

UK England

Changed	Allen Nigel	add email nigelallen74@hotmail.com
Changed	Brown Scott G	"Serenity,Treluggan Quay,Landrake,Saltash.Cornwall,PL12 5ES" "01752 812777,,,scott.brown@multihulls.uk.com" "Hitia17,S,,"
changed	Coop Andrew	"27 Worple Road,Isleworth,TW7 7AT" ",07734 842382,,roo901@yahoo.com"
changed	Crook Alex	change mob phone 07867 591030, change boat info "Cornish Shrimper,S,211,"
changed	Howard Michael	Boat name is "Ton Ton Milot"
changed	Howard-Baker Benjamin	add email benglascoed@fsmail.net
changed	Jeffs Steven	add boat info "Tiki30,P,,"
changed	Jones Tim	correct postcode CB23 7DL
changed	Liddard Don	add boat info "Iroquois Mk1,S,58,Fluke"
changed	Littlewood Pete	add boat name "Kunoa"
New member	Llewelyn Ivor	"Linkwell,High Street,Bexhill on Sea,East Sussex,TN40 2HA" "01424 734151,,,ivor.ll@btinternet.com" "Tiki26GRP,S,,Ateya"
changed	Macdonald Graham	via PCA Office
changed	Lloyd Martin	"5 Morecombe Close,Beaumont Square,London,E1 4NH"
changed	Machnicki Mike	correct mob phone 07967 209028, add home phone 01386 852965
changed	Mackie James	"39 Rye Terrace,Hexham,Northumberland,NE46 3DX"
changed	Martin Johnny	change e-mail to Johnny@johnnymartin.co.uk
changed	Stockton Jon	add "Church Street" to address, correct email jon.Stockton@hollyhow.freeserve.co.uk add boat info "Tiki21,S,586,Heron"
changed	Thomas Clive S	"1-2 Rolle Road,Budleigh Salterton,Devon,EX9 6JZ" add boat name "Dolly's Pride"
rejoined	Walters Colin G	"!00 Keeble Way,Braintree,Essex,CM7 3JY" "01376 340319,07804 255089,," "Tiki26,I"
changed	Webb Simon	"Moss Cottage,Lawshall Green,Bury St Edmonds,Suffolk,IP29 4QJ" "01284 828370"
changed	Whitehead Malcolm	"Duce Farm,Grindlow,Great Hucklow,Buxton,SK17 8RJ" "01298 872383,,07768 891186"

UK Scotland

new member	Goodman John	"10 Inch Avenue,Aberdour,Fife,KY3 0TF" "01383 860446,07719 262026,, gxxdman@yahoo.co.uk" "Melanesia,S,,Samaki Bobcat 8m, S,,Katiki"
Changed	Jameson John	"15 Braehead Road,Edinburgh,EH4 6BN" add mobile phone 07852 888006
Changed	Perridge Tony	add mobile phone 07516 781957 change boat info to "Sea Kayak,S"
Changed	Richardson Peter	change email to toroa.42@btinternet.com
Changed	Robinson Michael F	delete home phone number

USA

Rejoined	Bois Bob	"88 Mirick Road,Princeton,MA,01541" "978 464 2975,,,bbois@Comcast.net" "Tiki46,P"
New member	Carney James	"Po Box 1078,Kilauea,Kauai,Hawaii,96754" "8086 521488,,,jamesrcarney@yahoo.com" "Tiki26,B,,"
changed	Dawes David	"Po Box 245,Newport,Rhode Island,02840"
changed	delForge Thomas C	"816 Sheridan Road,Normal,Illinois,61761"
changed	Gardner Nelson	change house number to 2655, add home phone 727 470 9678
changed	Hinman Charles	12813 163rd Avenue SE, Renton, Washington, 98059
new member	Landis David	"27 Maplewood Lane,Madison,Connecticut,06443-2926" "203 245 4724,,,elandh@sbcglobal.net" "Tiki30,I"
changed	Rettenmund Beat	new website address http://web.mac.com/mobeyprod
new member	Russell Greg	"5306 Soule Drive,Panama City,32404,Florida" "850 871 1605,,,grsurfsail@yahoo.com" "Pahi31,S,,Surf Rider"

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Congratulations to Helen Cartright & Robert Sheridan, both long standing members of the PCA, who are getting married on Saturday 18th October 2008. We wish them the very best for the future. We also hope that they are progressing well with the pod they are building for their Tiki30, Mango Elephant., and that they are photographing and documenting the project for us all to read about in the SeaPeople.

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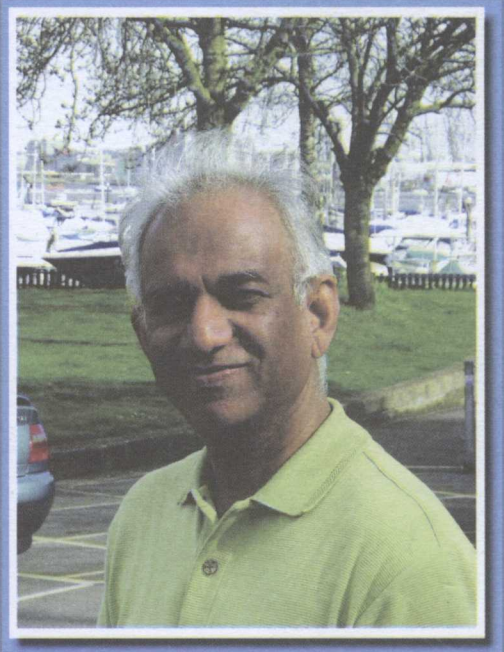
They are not all PCA members but they could be. What a talented bunch of multihulls pioneers. Designers: Barry Choy, Meade Gougeon, John Marples, Dick Newick, James Wharram, Phil Bolger, Jim Brown and David Gerr during the Mystic Seaport Woodenboat meeting.

Deborah & David Halladay the owners of the Boatsmith shipyard in company of James & Hanneke aboard their brand new produced Tiki 30 at the Mystic Seaport meeting.



Rajen Shah, the first PCA member ever registered in India.
Welcome Rajen!

Some locals from Sumatra aboard Quirky (Tiki 21)